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PLAN OF
PROSPECT PARK
BROOKLYN, N.Y.

OLMSTED VAUX & CO., LANDSCAPE ARCHITECTS
J. V. CULVER, CHIEF ENGINEER & SUPERINTENDENT.

1874



Scale of Feet

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REPORT

OF THE

Brooklyn Park Commissioners,

FROM

JANUARY, 1874, TO DECEMBER 31, 1879.



BROOKLYN :

Printed for the Commissioners

1880.

482
-Belling
1885

COMMISSIONERS.

JAMES S. T. STRANAHAN,
JOHN H. PRENTICE, ABRAHAM B. BAYLISS,
STEPHEN HAYNES, WILLIAM MARSHALL,
DARWIN R. JAMES, ISAAC S. CATLIN,
SAMUEL S. POWELL,
THE MAYOR, *Ex-officio.*

OFFICERS.

President,
JAMES S. T. STRANAHAN.

Secretary,
FRANCIS G. QUEVEDO.

Chief Engineer and Superintendent,
JOHN Y. CULYER.

ANNUAL REPORT

OF THE

Brooklyn Park Commissioners.

MAYOR'S OFFICE, CITY HALL,)
BROOKLYN, January 31, 1880.)

To the Honorable the Common Council :

GENTLEMEN :

The Annual Report of the Brooklyn Park Commissioners is herewith transmitted for your consideration.

Very respectfully yours,

JAMES HOWELL,

Mayor.

OFFICE OF THE BROOKLYN PARK COMMISSIONERS,)
CITY HALL, BROOKLYN,)
January 30, 1880.)

Hon. James Howell, Mayor :

DEAR SIR :

I herewith transmit to you the Annual Report of the Brooklyn Park Commissioners, which by law and the ordinances of the city we are required to present at this time.

Respectfully,

J. S. T. STRANAHAN,

President.

JANUARY 1, 1880.

To the Honorable the Common Council of the City of Brooklyn :

GENTLEMEN :

The Brooklyn Park Commissioners beg leave to lay before you their report for the year terminating December 31, 1879.

There will be found appended a statement, in detail, showing the amount of moneys received and the sources whence they were derived, together with a full account of the expenditures of the year.

In view of the very limited appropriations which have been set apart by Your Honorable Body for the use of the Park Commissioners, they are not able to report any definite progress during the year in the important works committed to their charge.

The comparatively small force of employes which it has been possible for them to retain in their service, has been engaged throughout the year upon such work as was demanded by the seasons and by the public use of the Park. It consisted chiefly in maintaining through the winter months, the lake in proper condition for skating, curling, ice-boat sailing and other ice sports, for which it was in general use by our citizens : in repairing and cleaning the roads, walks, &c. : in the care of the grass, shrubbery and public buildings, and in whatever else contributed to the comfort and convenience of the public, as far as it was possible for them to do.

In consequence of the almost entire suspension of the work of construction upon the Park since 1873, and in view of the fact that no material change had, during any one year, notably marked the administration of their duties, the Commissioners, since 1873, have remitted the publication of extended reports of their operations. They therefore take this opportunity to present the following summary of the work of construction provided for by special appropriation since 1873, and also to present at some length the general subject of maintenance.

The successful completion of certain suburban improvements by the Commissioners, of which the Ocean Parkway, and the Concourse at Coney Island, are very prominent, and so closely identifies them with the works within the city as to unite them in a common consideration in this report.

That these results have been successfully achieved at this time, and at such cost as, with wise management on the part of the municipal authorities, will render them but slight burdens to our

taxpayers, is a source of general congratulation. The importance and value of works of the character of our parks, &c., and the properly constructed, convenient and attractive approaches to a delightfully suburban neighborhood cannot be reasonably over-estimated. The general appropriation for construction purposes which had been provided in accordance with an act of Legislature ceased in the year 1873, since which time only such new work has been done as was necessary to complete unfinished portions in hand. For this there remained sufficient money to meet the outlay, and the expense of such other undertakings as have been from time to time duly authorized by the proper authorities has been met with money provided by Your Honorable Body. Within these two classifications the following works are enumerated in the order of their completion :

PLAZA FOUNTAIN.

This work, including the finishing of the artificial stone and metal work of the dome, and the fountain railing, with their complementary parts, embodied novelties in design and construction which have been finished in a satisfactory manner.

The central location of the large fountain makes it the most conspicuous ornament of the Plaza. It was intended to relieve what would otherwise have proved a monotonous and too utilitarian feature of the broad approach to what must always be the leading entrance to the Park.

The railing itself not only serves as an appropriate ornament and finish to the circular stone work which surrounds the principal basin, but comprises, as a part of its structure, a series of globular glass lanterns which are supplied with gas by pipes carried through the upper bar of the railing. These lanterns afford opportunities for a spectacular display, it being anticipated, as has since proved the fact, that the Plaza in pleasant weather, and especially during the summer months, would attract the people of the neighborhood to its vicinity as a convenient and pleasant resort.

The first public illumination of the fountain and surrounding space of the Plaza took place on the evening of July 4, 1874, but similar displays have been of infrequent occurrence since, owing to the failure of the authorities to make provision for the necessary supply of gas. The existing provisions for the water display of the fountain have been and continue to be temporary in character in consequence of the limited and intermitted supply

of water placed at the disposal of the Commissioners by the Water Board. The Commissioners entertain the opinion that a reasonable occasional use, especially on holidays, of water for such purpose as is afforded by the Plaza Fountain, would be an entirely legitimate one. Throughout Europe, in almost every city and large town of prominence, where the water supply is obtained with more difficulty and expense than it is ever likely to be with us, the local authorities recognize the claims of all public fountains and provide for ornamental displays of water. The mechanical resources of the Plaza Fountain itself are such as to supply a delivery of water sufficient to properly secure a display equal to, if not surpassing, any public fountain now constructed.

PEDESTRIAN CONCOURSE.

The unfinished details of work pertaining to the stone work, water walls, coping, railing, small fountains and flower basins were completed in 1874. This work included the unfinished work provided for by contracts of the previous year.

CONCERT GROVE OPEN SHELTER.

The large open shelter facing the restaurant was completed in 1874. This structure is in the form of an irregular octagon in plan, 80 feet long and 40 feet wide, and is constructed of iron and wood, with stone tile flooring, enclosed with iron railing, in which suitable openings have been left for access to the tables and chairs within. It affords pleasant and convenient facilities for taking outdoor refreshments during the fine weather of the year. The original design of the Pedestrian Concourse contemplated provisions for the comfortable assembling of carriages and pedestrians at a central and accessible portion of the Park; and the combinations of rich stone work and other architectural features, with the elements of landscape art, in which the cultivation of flowers form a prominent feature, are calculated to make this a very attractive neighborhood. These arrangements have been completed and seem to have met in an ample manner the purposes for which they were designed. As a natural and proper sequence to this work, provisions have been made for the accommodation of musicians, it being contemplated to provide, at some future time, in this part of the Park, open air concerts in a location where they may be most conveniently enjoyed by all classes of visitors. Here it is designed to overcome many of the difficul-



ties universally existing in outdoor concerts, and to secure to people in carriages and pedestrians alike all the advantages desired. The circuit drive of the Park follows the line of the contiguous lake, bordering the open area or concourse of nearly five acres, all parts of which are open to drivers and riders, while a smaller carriage concourse is situated on the hill north and west of the grove.

North of the principal carriage concourse, and forming a southern portion of the grove, a space is especially designed for a promenade on foot. This is planted with plane trees (*platanus orientalis*), now in a very thrifty condition of growth, and these, together with the aid of a series of awnings picturesquely arranged, it is believed, will afford a sufficient protection from the heat and sun during the warmer months of summer. Additional facilities in this respect will be provided, and natural aid will result from the growth of trees on the bordering high ground.

At present the ordinary attractions of the Pedestrian Concourse, together with the success of the floral displays, which have been accomplished at comparatively small cost, already make this one of the most attractive neighborhoods of the Park. For the present, the concerts are provided at a point familiar to all, easy of access, and with such acceptance to the public that the Commissioners, in view of their limited financial resources, feel justified in continuing its temporary use.

CARROUSEL.

A Carrousel has been constructed for the use of children, and appropriately located on the playground near the main entrance of the Park. This building was completed in the summer of 1874, and opened for use in the early part of July; the building is octagonal in form, forty-five feet in diameter, and contains twenty four mechanical horses and four coaches. The machinery, which is worked by horse power, communicates the motion to a central shaft twenty-seven feet in height, properly supported from the foundation in the cellar, and extending to the roof in the building. To this shaft 14 radial arms are securely attached, from which are suspended the horses and carriages.

This structure is designed for and used principally by the children of the community, to whom it offers many attractions. The Commissioners have always approved the introduction of features of this character which have secured popular approval elsewhere, and against which no possible objection can be

reasonably urged. Indeed the extent and variety of this class of amusements to which the public grounds in European countries are appropriated would surprise many who have not familiarized themselves with the policy universally adopted abroad of responding to the demand for facilities for outdoor recreation, in which are included every device and contrivance that skill and ingenuity for healthful and innocent pleasure can contrive.

The popularity of this device justifies the recommendation that a similar construction be provided for at an early date in the West Woods, now the favorite resort for picnics for our citizens, and one of the most continuously frequented portions of the Park.

CAMERA OBSCURA.

At a later date permission was given to erect a small building suitable for the exhibition, in a somewhat novel form, in this country, at least, of the camera obscura. The building is constructed with the purpose of securing a dark chamber convenient of access for visitors, and is located in this case, to command a view within a limited range, of prominent and attractive portions of the landscape and the lake. A powerful lens is placed in a box on the apex of the building, so arranged as to revolve through a circle. By this means all objects coming within the field of the lens are thrown on a polished mirror set on an angle of 45° , and reflects upon a circular table of some five feet in diameter, provided with a clean white surface. Thus a picture is presented which is not only a photographic reproduction of the particular view within the field of the lens at the time, but producing in wonderful beauty the colors and characteristics of the foliage, the flowers and the clouds and the movements of passing objects such as boats on the lake, carriages on the Drive, &c. The simplicity of the arrangement, the novelty of the exhibition and the beauty of the pictures which pass in rapid panoramic succession afford instruction and entertainment and attract a great many visitors.

Of the remaining construction work in Prospect Park, for which appropriations have been especially provided, is the greenhouse, built in 1875, at a cost of \$8,307.41. The utility of this structure has been demonstrated by the fact that we have already been enabled to furnish, by propagation of new plants and the care of old ones, a supply aggregating annually in ample varieties from thirty to fifty thousand plants, sufficient for all the parks in the city for the past five seasons, at a cost of less than one-third of the market price of the plants themselves. Indeed had the

Commissioners in these later years been compelled to purchase its supply of plants, they would not have been able to furnish, in such quantities, foliage plants and flowers which, in their variety and novelty of arrangement, have formed such conspicuous attractions in the Park.

WILLINK ENTRANCE.

In 1876 the Willink entrance approach was substantially completed at a very reasonable cost by special appropriation, for the convenience of a very large number of our Eastern District citizens, who found it a desirable means of approach to the Park.

The Commissioners, in view of the fact, long known to them, that nearly as many pedestrians enter at this point during the summer season as at the main entrance, had for some time felt it to be their duty to make some adequate provision to meet this public requirement. The completion of this work affords much satisfaction to thousands of our citizens and gave prominence to the fact of the very general use of the Park made by the residents of the eastern part of the city. Its cost was \$5,922.55.

SKATING SHELTER.

In the latter part of the fall (November) it was found necessary to make additional provision for skating and other ice sports, amusements which had become very popular pastimes on the Park lakes during the winter season.

The existing and very temporary accommodation was found to be no longer equal to meet the public necessities in this particular. The material which had been used in the building for several successive seasons needed to be replaced, and extensive repairs to the boat platform and foundations were also found to be necessary.

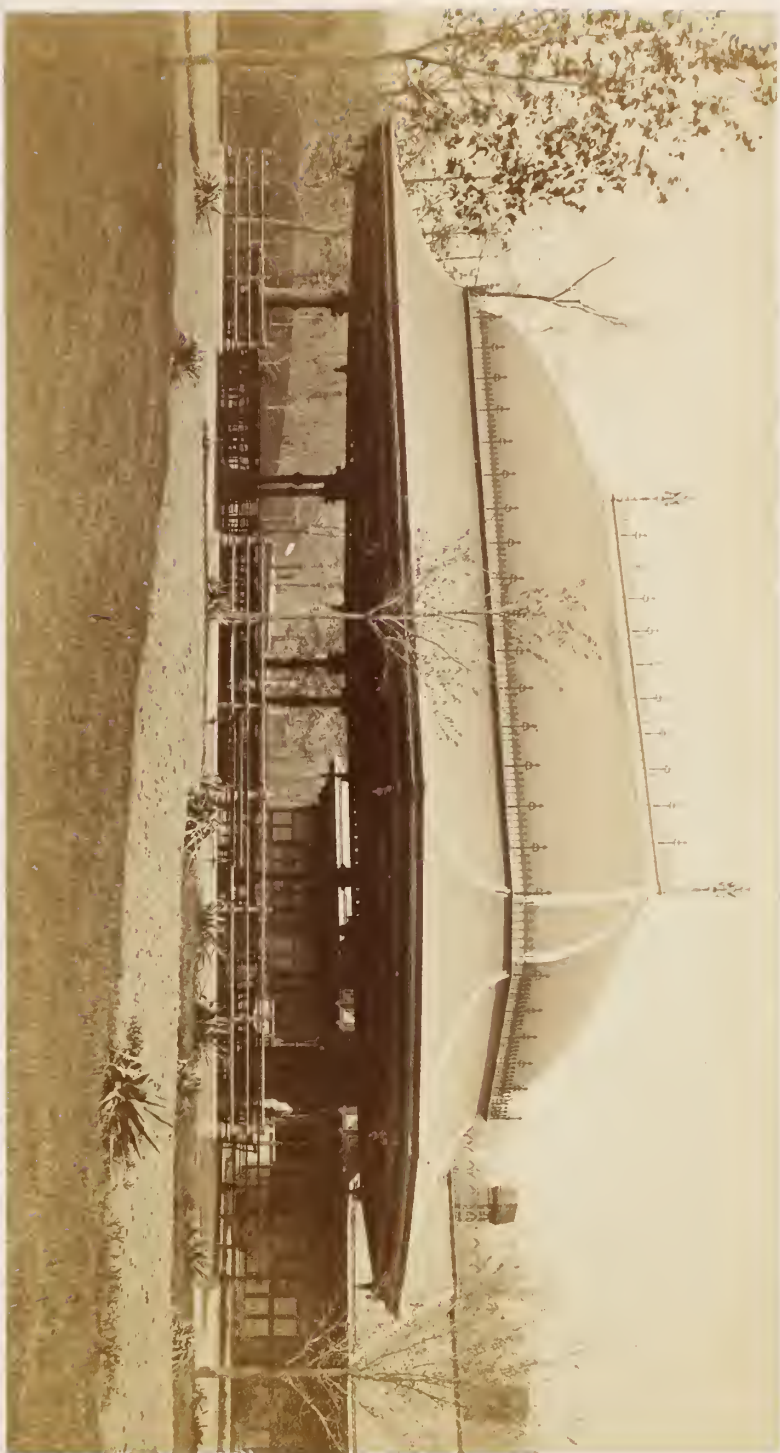
The Commissioners therefore decided to make the needed repairs, and to erect a new building, which should furnish the required accommodation, and the work was entered upon and completed at a cost of \$10,975.47, in time for continued use throughout the prolonged skating season of the winter of 1876. The details of construction of this building were so arranged in its main features as to meet all the requirements of a permanent structure, affording ample accommodation to the public as a skating house in winter. At the same time, it was planned with a view to its use as a shelter in summer by the large number of visitors who assemble at this busy part of the lake, and who

avail themselves of the grateful shade and convenient seats, which form its principal attractions. This change is brought about by removing in summer, the partitions and counters and enclosing panels, which made it an enclosed building for winter use, and which, when removed, transform it into an open shelter in summer. The women's room alone forms a permanent apartment and is kept open and used throughout the year.

PICNIC WOOD SHELTER.

The accessibility of the West Woods, by which name is designated the wooded area that skirts the Long Meadow on the Ninth avenue side of the Park, and its peculiar fitness for the purpose has made it a very acceptable place of resort in summer. In connection with this there has naturally resulted a demand for a building which should combine certain conveniences, such as shelter in case of sudden storms, proper accommodation for attendance upon sick or injured persons, together with needed waiting and baggage rooms, closets, &c. The Commissioners accordingly prepared plans and subsequently constructed a suitable building during the winter and spring of 1876-7, from moneys provided for the purpose by the authorities. It is located at a central point in the woods and is available for use not only for the great number of people who congregate in this portion of the Park, but for those visitors who come in carriages as well, the West Drive passing within a few hundred feet of the building. This structure is of wood, upon a brick foundation and covers an area $91\frac{1}{2}$ feet in length by $60\frac{1}{2}$ in width. The building proper is $54\frac{1}{2}$ feet by 28 feet, and is surrounded on all sides by broad piazzas $18\frac{1}{2}$ feet wide, with overhanging roof. These, in addition to the accommodation afforded by the interior rooms of the building for shelter in bad weather, supply ample protection in cases of sudden storms or other emergencies. The picnic shelter and its appurtenances cost \$9,916.54. The superficial area of these piazzas is equal to 4,500 square feet. The building contains a public room in which the purveyor is permitted to sell the lighter refreshments, under proper restrictions, and, at either end, accommodations in the way of closets, washroom, &c., are provided respectively for the sexes.

Like other needed structures upon the Park, which experience demonstrates have never exceeded in accommodation the demands of the public, the picnic shelter affords a class of accommodation



THE AVIATION CONCEPTS

which should be and must be more liberally arranged for, if it is purposed to meet the requirements in this important particular. The building at present serves a most useful purpose, and furnishes all that could possibly be secured within the limited expenditure to which the Commissioners have been restricted.

THE POET MOORE.

In the month of May last there was erected on the Park, under the auspices and at the expense of the St. Patrick's Society of this city, a substantial memorial to the poet Moore, consisting of an elaborate pedestal of granite and a bust of bronze by the sculptor Draddy, very happily representing the subject at mid-age of his life.

On the 28th of the same month, being the centennial anniversary of the poet, the memorial was unveiled with appropriate ceremonies, in which many prominent citizens participated. The presentation was made to the Park Commissioners by Hon. Thomas Kinsella, President of St. Patrick's Society, and was formally accepted, on behalf of the Park Commissioners, by the Hon. J. S. T. Stranahan. An oration was also delivered by Mr. C. W. Brooke of New York, and an original poem was read by Mr. Andrew McLean. The bust and pedestal occupies a site upon one of the turfed spaces within the Pedestrian Concourse, and is most eligibly and appropriately located. It is readily accessible to visitors on foot and in carriages, to whom the "counterfeit presentment," in enduring bronze, of the author of the "Songs of Ireland" and "Lalla Rookh" will be an added attraction to this charming spot.

The principal mechanical work during the last two years has been confined mainly to the repairs which, from time to time have been found necessary upon the buildings, bridges, summer houses, boat landings, seats, fences, &c. The record of new work, as will be seen, is necessarily a limited one and the expenditure involved comparatively trifling. The new structures particularly, have been provided in response to a clearly defined demand which has grown out of the more general use of the Park.

As intimately connected with the general work of construction, a review of which during the past five years is contained in the preceding pages, may be enumerated several of the more important features contemplated in the design of the Park for which no appropriations have as yet been provided. The fact exists, and it

is perhaps unfortunate that it is so, that in these essential features the Park is still incomplete. If the unity and harmony of design to which these works are essentially contributory were secured by their successful completion, the ultimate question of the future substantial enclosure of the Park, while now desirable and which some day will be necessary, may be further postponed.

The details of the work to which reference is here made may be enumerated as follows :

First—The completion of the large bridge connecting the central drive across the inner arm of the lake near the present temporary bridge at the base of Lookout Hill. This structure is intended to be an imposing and substantial one but not necessarily elaborate or expensive in design. It will be required to span a stream and walk, which combined are seventy feet in width.

Second—Near this bridge, upon the high plateau to the right it is contemplated to erect a hotel and refectory suitable to the future needs of the Park. The sight is a commanding one, and overlooking the lake and Park below and extending over the intervening country is the ocean itself.

Third—Another structure has been contemplated, to be placed upon the site of the temporary bell tower, now removed, which formerly stood at the top of Lookout Hill, the most commanding point of the Park. As an observatory, the appropriateness of which is conceded, the fine lookout includes within its range three large cities and two noble rivers on one hand, and the series of old towns replete with historical interest and forming a delightful suburban outlook over a pleasing landscape, the New York Bay, Sandy Hook and the gateway to the Atlantic on the other. These naturally suggest and justify some provision of this character. The building itself should be an attractive one, and might include among its utilities a repository for meteorological apparatus and a systematic observation of the natural phenomena arranged, for which a building, as proposed, would afford the necessary facilities.

Fourth—A considerable area of the Park, extending from the site of the proposed building just described to the angle in the southerly boundary of the Park formed by the junction of the old Coney Island road and Fifteenth street and the contiguous

area, upon which but little work has been done, will require to be brought under a more extensive cultivation; the roads and walks extended through them, and the surfaces adjusted to conform to the adjacent completed portions of the Park.

On the principal portion of these grounds are located a series of buildings which came into the possession of the Commissioners with the land upon which they stand, and from the commencement of operations in 1866 to the present time have been used for offices, shops and stables for the construction and maintenance force. No other expenditure has been incurred on the Park for the purpose for which these buildings were used except as may have grown out of the current necessities of the work. These buildings are now in a dilapidated and almost uninhabitable condition and in the adjustment of the area above referred to will properly disappear. Accommodation will then have to be provided for similar purposes elsewhere, and a sum sufficient to erect a building for the permanent offices, police station, shops and stables will become a necessary expenditure at an early day.

Upon the larger of our small parks, in which the residents of the neighborhood are more particularly interested, there exists the need of additional provision for the public convenience, such as on several occasions the Commissioners have ineffectually endeavored to secure. Among the most important of these may be mentioned a building containing a waiting room for women and children, with closets, &c., and similar accommodations for males, together with an increased water supply.

THE SMALL PARKS.

WASHINGTON OR FORT GREENE PARK.

This Park covers an area of over thirty acres, comprising the most conspicuous and important of the smaller parks within the city, and lies in the midst of a well-developed and thickly-populated neighborhood. With a varied topography, the principal characteristic of which is its elevated plateau, rising considerably above the grade of the streets surrounding it, the Park commands many interesting views of the city, the East River, the lower bay, and altogether combines very happily many of the most desirable features of a city recreation ground. It is an historic locality, and the record of events which have occurred in its neighborhood and upon portions of the area as well, will be found in the annals of our struggles for liberty. These details are especially familiar to our people, from the fact that the collection and col-

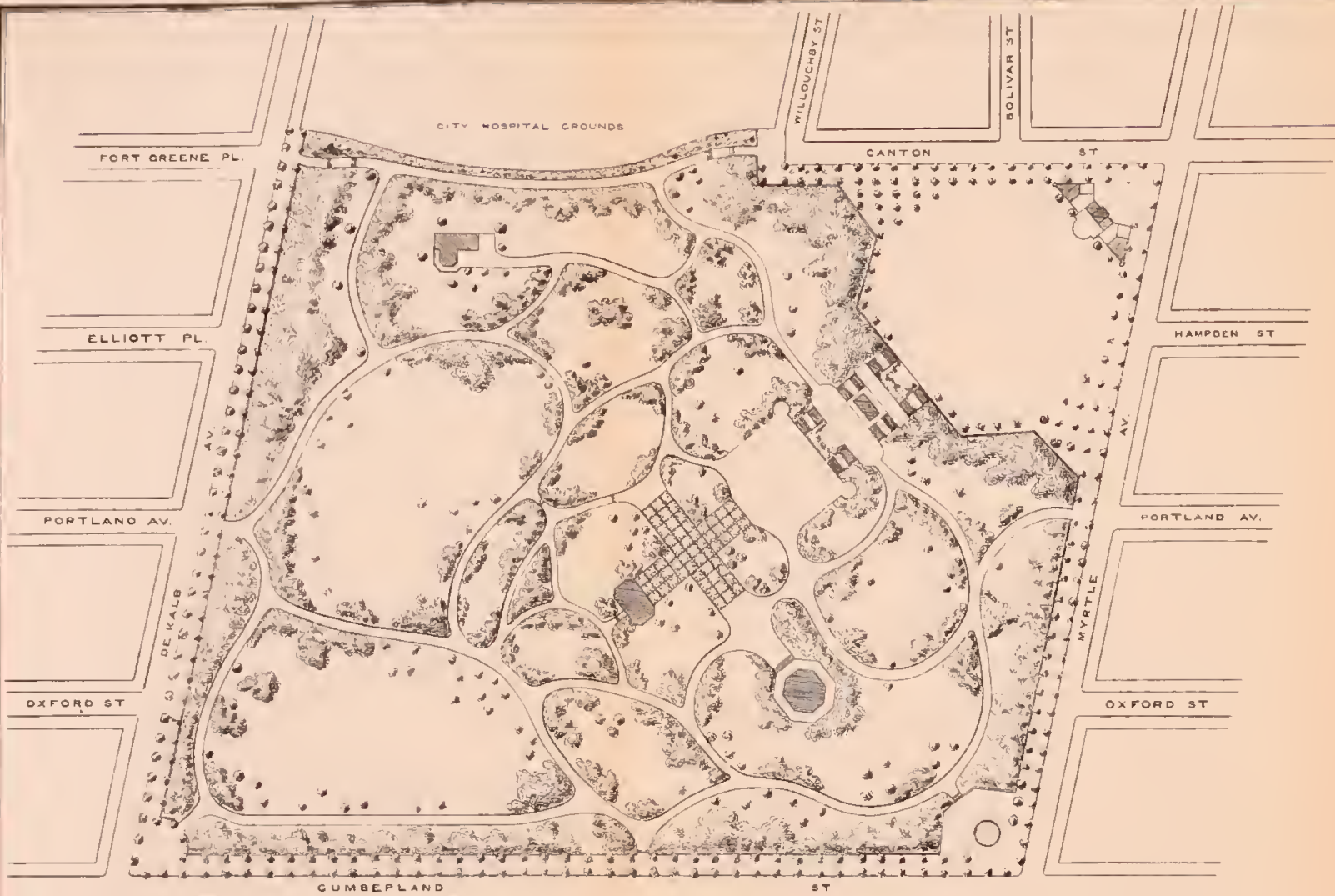
lation of data, not ordinarily contained in the history of the time, have been made a matter of study and research by some of our prominent citizens. The account of the general design and improvement of this work may be found in our earlier reports. The Commissioners record the fact with satisfaction, that the Park has justified fully the expenditure of the money appropriated for its development, and now affords a desirable, pleasant and healthful resort for all residents of the neighborhood to whom, as well as the surrounding property, the Park has specially proved in many ways to be a great benefit.

The details of construction since the last report are as follows : The completion of the enclosing walls along DeKalb avenue, from Cumberland street to the City Hospital grounds. The work consisted of a heavy rubble masonry wall, with granite coping, similar in design to that portion of the wall previously built, and was satisfactorily finished by contract with Mr. James Ashfield of this city, at a cost of \$10,412.20.

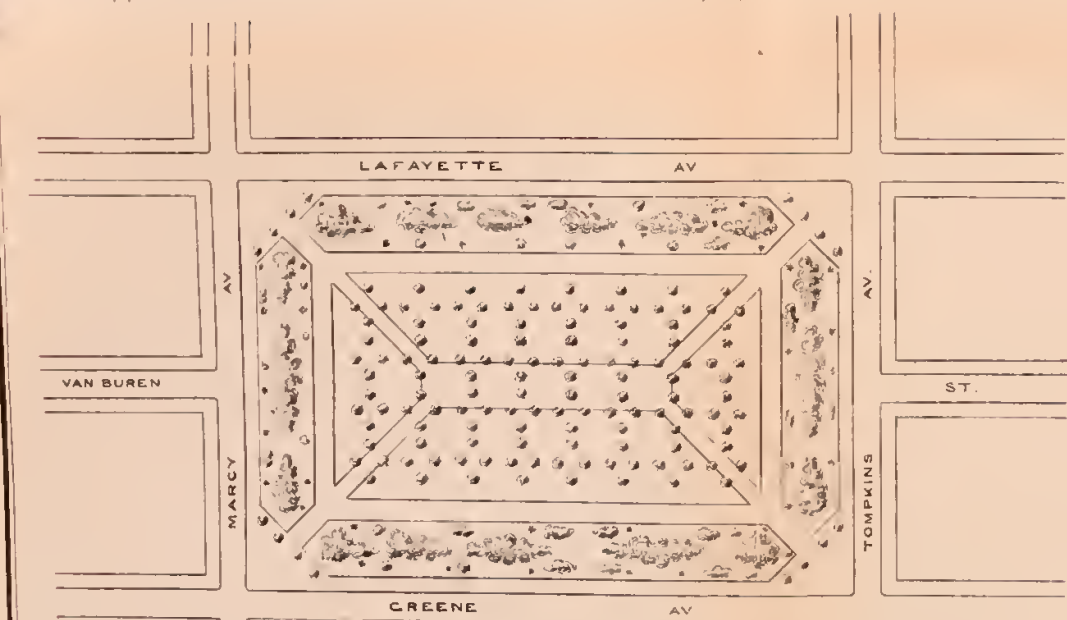
The completion of the surfaces contiguous to the wall inside the Park, comprising the necessary filling, shaping, soiling, seeding and planting was done by the Park force, as was also the grading of the street sidewalks and the completion of the tree planting on the same.

Within the past six years the sum of \$9,101.18 has been set apart at various times by the Board of Estimate for the further improvement of the terraces, saluting battery, approach, &c., which form a conspicuous feature in the improvement at the northwesterly angle of the Park, at the junction of Canton street and Myrtle avenue. Part of this was done in previous years, by which was outlined and defined the general character of the work. A considerable area of walk surfaces was covered with bituminous concrete with good effect and at a moderate cost, this class of material being very desirable for walk surfaces where the grades are steep and changeable. Other repairs found to be necessary from time to time were made, to different branches of the work.

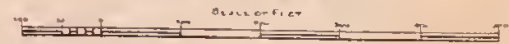
On the night of July 3, 1876, the centenary of the Independence of the United States was celebrated by an imposing procession, attended with appropriate exercises, at the site of the tomb of the Martyrs of the Revolution. The ceremonies were participated in by leading citizens, and consisted of music, addresses, singing and other patriotic demonstrations. During the progress of these exercises resolutions laudatory of the brave deeds of



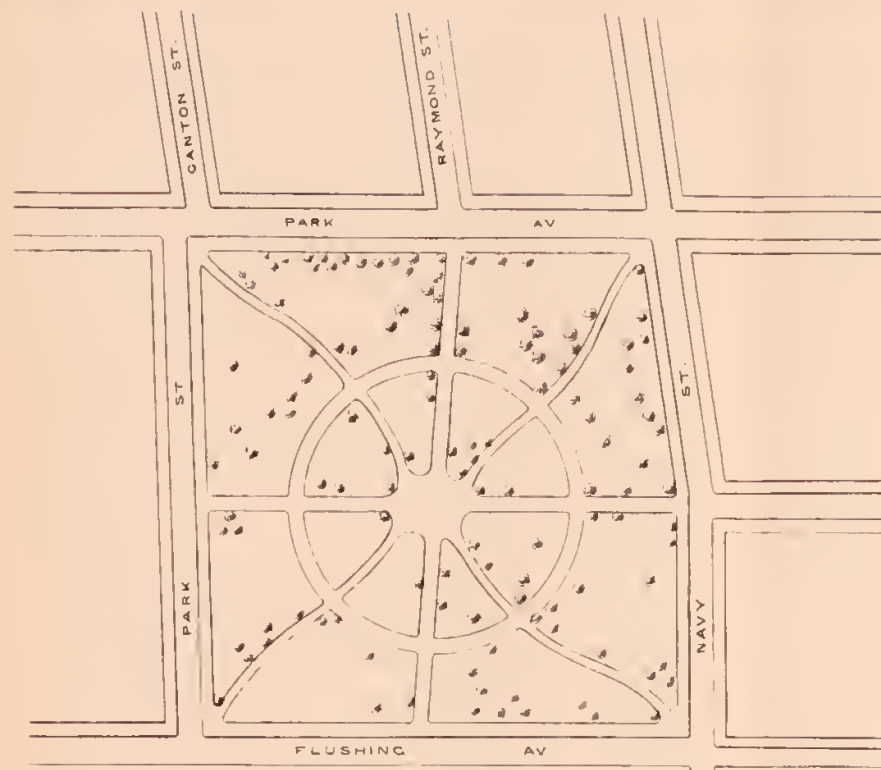
WASHINGTON PARK



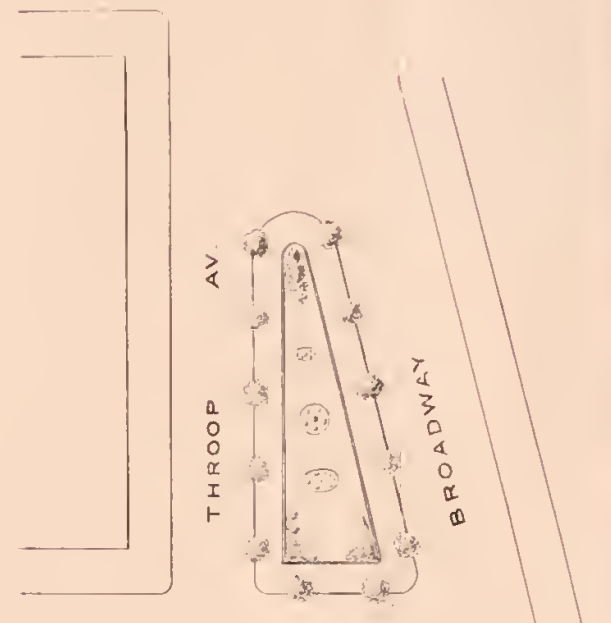
TOMPKINS PARK



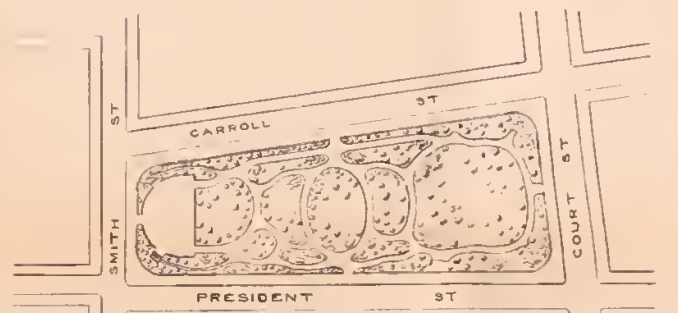
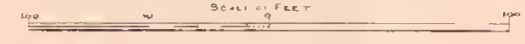
CITY HALL PARK



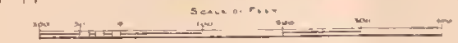
CITY PARK



PARK AT JUNCTION OF BROADWAY AND THROOP AVENUE, E.D.



CARROLL PARK



PARK AT JUNCTION OF FULTON ST. AND GREENE AVENUE



PLAN OF THE SMALL PARKS
OF THE
CITY OF BROOKLYN,
AS IMPROVED UNDER JURISDICTION
OF THE
BROOKLYN PARK COMMISSION.

Geo. G. Lyle & Co.
City Eng'rs & Architects

the Martyrs were adopted, together with a proposition looking to the completion of the unfinished tomb and monument, which would suitably commemorate the patriotism, bravery and suffering of the Prison Ship Martyrs.

In pursuance of the object of the passage of these resolutions, the Mayor, the Honorable Frederick A. Schröder, appointed a Committee, consisting of twenty-five citizens, who were authorized to memorialize Congress in behalf of the object, and to take such other action in conjunction with the Congressional representatives of the county as they should deem necessary.

It is occasion for regret that a sum could not be obtained sufficient to insure the completion of this work, and for the construction of the Martyrs' memorial without further delay.

Allusion was made in a previous report to the Common Council of last year to an appropriation of \$4,000 for flagging the exterior sidewalks at Fort Greene. The work consisted of blue-stone flag, six feet in width, laid upon the walks around the exterior boundary of the Park, and was satisfactorily done by Mr. P. Lynon of this city at the rate of 13½ cents per square foot.

The steps, platforms, battery walls, coping, &c., which comprise the elements of this walk were procured by contract at various periods. The work was brought to completion in 1878 by the erection of the battery wall on the upper plateau; the necessary earthwork, foundations, grading, seeding and planting, &c., of the contiguous surfaces were subsequently done by the Park force. In 1875, six iron gates, flanked by coping railings of appropriate design, were erected at the several entrances to the Park, by the aid of which the ordinances proscribing the use of the Park at night are more effectually enforced.

Temporary buildings for the use of women and children, and for the keepers, were severally provided, and the supply of drinking hydrants was increased to a small extent, in order to accommodate the children who frequent the Park in large numbers during the fine weather throughout the year.

CITY PARK.

The material deterioration in value and character, of the property which forms the neighborhood surrounding City Park, clearly indicates the tendency which has prevailed during the several past years to abandon it as a desirable place of residence. Unimproved property continues to be idle and its use for business purposes, especially for the manufacture and storage of bulky

and coarse materials, is already foreshadowed. A considerable sum of money has been expended from time to time upon the City Park with a view to maintain it in a condition which, in the judgment of the Commissioners, was warranted by the circumstances. The plan of the work was remodelled, walks re-graded and surfaced accordingly, and the turf spaces resoiled and seeded; old, dead and unsightly trees removed and replaced by numbers of young and thrifty stock of choice varieties: the enclosing fence and gateways were repaired and every effort made to preserve the Park for legitimate purposes. The ordinances of the Commissioners have been disregarded, the city authorities even defied, and every species of property amenable to destruction have, from time to time, been subjected to wanton and persistent abuse. The iron gates which at night were closed and interposed as a bar to the improper use of the Park, so much complained of in former years, have been broken or violently wrenched off the hinges, in the necessary absence of the police. This condition of things has led the Commissioners to consider the question of appropriating this area to other and more useful purposes, and to reiterate their suggestion contained in former reports of devoting the Park to the use of a public market. In support of this recommendation a still further and cogent reason may be found in the fact that Washington Park or Fort Greene, it would seem to the Commissioners, entirely supersedes the necessity for the City Park for all essential purposes and advantages. It is more desirably located, is ample in area, with greater justification and for possibilities of embellishment, and is every way sufficient as a recreation ground for the present and future needs of that portion of the city. A careful consideration of this recommendation would lead our thinking citizens to agree with the Commissioners in the estimate of value to be placed upon a convenient and commodious public market upon the present site of City Park. This location is well suited for the purposes indicated, the facilities of approach and communication are such as to add to its resources and render it in many desirable respects a successful competitor for a large share of the business which, for want of just such conveniences, is carried across the river to New York. No other reason than that the facilities do not now exist prevents Brooklyn, to-day, from being the market of much of the varied supply of farm products of Long Island, which not only includes a considerable share of cereals, but hundreds of thousands of dollars' worth of vegetables, milk, eggs, poultry, &c. With

direct railroad communication, to be easily arranged for with all parts of the island, and with New York as well, it is possible, in the judgment of the Commissioners, to secure to Brooklyn a profitable and extended business in this important direction. Already the authorities of New York are called upon to meet a very perplexing question in connection with the demand of the sellers of produce of all kinds, for suitable space for the display and sale of their goods and supplies. It is doubtful whether, within the whole limits of the city, there can be provided such accommodation which for convenience can compare favorably with those which City Park may be reasonably looked to, to afford. The proposition to appropriate it to such use has received much consideration from this Board and has met with the approval of many of our most sagacious citizens. The commonest precepts of municipal economy should lead us to regard such a use of public property as a very appropriate one, the results of which cannot fail to open up new and fertile resources of business and revenue to the community.

CARROLL PARK.

No new work has been done upon this Park during the period covered by this report.

TOMPKINS PARK.

No work has been done upon this Park since its completion except to the extent of erecting a small building of brick and wood, containing water-closets and other conveniences for the public use, and a general repair of the enclosing fence, which was remodelled out of the old material and reduced in height. During the centennial year a large flag-staff was erected by the Park Commissioners in order to make use of a large American ensign which had been presented to the Commissioners by patriotic citizens residing in the neighborhood.

In the fall of the same year, maple trees were planted and boxed on the exterior sidewalks of the Park.

A small triangular area, containing about one-tenth of an acre, located at the junction of Broadway, Throop avenue and Gwinnett streets, in the Eastern District, was improved by the Commissioners with money (\$4,000) specially appropriated by the Common Council for the purpose. The work consisted of re-grading, sodding and planting the interior space, the erection of an ornamental iron fence and lamp posts and the planting and boxing of shade trees on the exterior sidewalks.

CITY HALL PARK.

This area, though nominally under the jurisdiction of the Park Commissioners, has for several seasons occupied the attention of the Common Council, under whose direction the Board of City Works have carried out in a modified and not altogether satisfactory form, a series of alterations, from which it must be conceded, the general public have derived advantage.

MAINTENANCE AND THE PUBLIC USE OF THE PARKS, &c.

As sustaining the object and aim for which the parks were established, the subject of maintenance is the most important which the Commissioners, under the existing state of things, has to consider, and they are constrained at the outset, to dwell upon the embarrassments under which they labor. They feel this not less keenly from the fact that they are supposed to possess an intimate knowledge of the requirements of the important works under their care, and for which they are held responsible.

It will be generally conceded that no work of construction for permanent public use can be brought to a stage of completion that will not need, from that moment, a wise, continuous expenditure for its maintenance and preservation. This applies with double force to a work so complex in character as our park, whose natural features must be maintained in their integrity, requiring the exercise of careful discrimination and taste in the selection of the various utilities that, in the judgment of the Commissioners, may be best adapted to popular convenience and pleasure.

The growing popularity of Prospect Park with all classes of citizens, while affording the utmost satisfaction to the Commissioners, has entailed constant and increasing responsibilities. It must be obvious that with the increased use of the Park, and consequently, the more rapid wearing out of its numerous improvements, and the requirement at some points of enlarged conveniences to meet a public demand, there is great need that the appropriation for maintenance should be increased. Take for example a roadway over which one hundred vehicles pass in a day, it requires constantly a certain amount of expense to preserve it. Increase the number to five hundred, and it is entirely plain that the cost of maintenance, to keep it in proper order, will be greater for the same length of time. When this reasoning is applied to all the appointments of the Parks that are being subjected to an annually increasing use, the inferences are too plain to need extended notice.



VIEW OF STEP WORK AND TERRACE OPPOSITE THE IRVING STATE

Central Park with entirely different topography, many improvements not corresponding in usefulness to those in this city, and subjected to more restrictive regulations, has been the only available public pleasure resort, the management of which was likely to offer suggestions as to intelligent maintenance; and this has afforded but a limited field for useful hints. Our Park is much better calculated, in its resources for popular enjoyment, than Central Park, to give general satisfaction to our citizens, and the novel and varied improvements which have followed upon its public use have necessitated an extent and variety of expenditure not contemplated in the original scheme of maintenance. At this point, therefore, the Commissioners feel it incumbent upon them to seek to impress the fact upon the minds of the people of Brooklyn, that while, for a given amount of money, it would be entirely just to expect a larger return in labor or material at this time as against a period of five or ten years ago, during which both labor and material were abnormally high, it must be borne in mind that the provisions for maintaining the parks, which were sufficient five or ten years ago, are not adequate now, for the following reasons: At the time when arrangements for a separate maintenance fund were first made, the Park roads, walks and structures, together with the meadows and plantations, had just been completed and thrown open to public use, and were in such condition as to be best fitted for that use, which in itself was not nearly so general as at the present time. Therefore, while the work of restoration and repair was comparatively small, the expenditure met all reasonable requirements, and satisfactorily maintained the finished portions of the work.

Our drives and other thoroughfares have since been subjected to a constant use, and the very limited amount of labor and material which we have been enabled to provide for their maintenance have not been sufficient to restore or keep them up to the condition of their original construction, nor to preserve them in such a way as to make them conducive in the highest degree to the pleasure and comfort of those who use them. The Commissioners, with the liveliest interest in all that pertains to the welfare of their own city, have regarded it as their highest duty to conserve those means which would be likely to encourage and develop a taste for outdoor recreation and a habit of frequent resort to the parks. Inadequately supplied with means sufficient to accomplish all that might in times of greater business prosperity be reasonably demanded for perfect maintenance, they

have sought to make the most economic use of the resources placed at their disposal. The Commissioners assume that a judicious administration of their functions will be best appreciated in utilizing the means at their command in a manner best calculated to develop the use of the parks in their largest sense. Prospect Park alone not only requires a large amount of care, which is not noted by the casual observer, but its visible features demand constant supervision, and are oftentimes so exacting and perplexing as to justify and impose great responsibility. The underground work, such as the drainage and water supply, is of the first importance, entailing unceasing vigilance and unremitting care. A similar necessity arises with the buildings, bridges and other structures, the roads and walks, the broad acres of turf and plantations and the water areas.

Perhaps no single element of park design invites such direct and frequent observation and criticism as the roads, and no features are more likely to demand more constant and considerable expenditure, as with each season the number of citizens increases who avail themselves of the opportunity which the Park and connecting drives afford for pleasure driving. It seems but a short time since there was but little of such driving in Brooklyn, and the large number, and varied character of the equipages which now throng the Park in gay procession was scarcely to be foreshadowed. It will not be many years before the outstretching city will have destroyed many of the rural charms of the suburban districts, and the inevitable encroachments will so enhance the value of the drives already secured to the people of Brooklyn that they will be looked upon as affording advantages which cannot be dispensed with. It is quite evident to the Commissioners that a large part of the expenditure in the future must of necessity pertain to the restoration of the roads. It must be borne in mind that a system of roads designed almost exclusively for pleasure riding, entail not only responsible engineering, such as is given to the construction of any other properly built work, but requires, in addition, a more constant supervision, and the maintenance of a compact and even surface, without which they cease to afford that degree of comfort and pleasure which is desirable and expected from them. The Commissioners have not been able to expend in labor and material as much as ought to be devoted to this branch of the work, and until the surfaces can be substantially restored to a condition corresponding measurably to that of the original construction, they will continue to prove

more or less unsatisfactory and meet with adverse criticism. We have been reasonably successful in meeting the demands of the public; we have been fortunate in our resources, and in the advantages afforded by the observation of other works which have enabled us to improve upon plans and methods of construction, and in many instances to substitute others which have resulted in great economy in first cost; but our operations and progress in the future, while they must properly be guided by the same consideration of economy, must be measured in their extent and variety by the money which shall be placed at our disposal for judicious disbursements, in their accomplishment.

No large community capable of managing its municipal affairs can be so blinded by narrow-sighted frugality as to disregard the claims of a great recreation ground as among the most powerful and economical influences for improving its moral and physical status. In a large city the majority of whose inhabitants remain within its limits throughout the year, and only the few comparatively more fortunate than the rest, are able to seek enjoyment and repose in the country, the provision and maintenance of the parks in their amplest resources should be a conceded necessity. The money expended in the construction and required in the care of these must, in the nature of things, be an outlay similar in its operation to that which prompts intelligent individuals to seek for themselves such measures of recreation and mental and bodily relaxation as are likely to conserve the health and energies of the system and enable them to best enjoy life. To thoughtlessly characterize it as an expensive luxury to be dispensed with without sacrifice, or to say that its benefits are alone attainable by a privileged class, is to ignore the Old World experience and the result of observation and study of our best thinkers. The parks are not alone for the pleasure of the masses of our population; but are calculated to enhance health and comfort. Considered in their sanitary aspects alone, they unquestionably rank among the greatest conservators of public welfare and therefore public economy. They offer, in the aggregate, attractions that are found elsewhere in piecemeal, and often in questionable resorts; they are divested of all meretricious associations or exposure to immoral or physical dangers. They are free and refreshing, while similar attractions in detail presented elsewhere are expensive, or leave the visitor under a painful sense of obligation which oftentimes he is not in a position to discharge, and which if he does discharge he feels the worse for.

Whether considered in their individual or collective uses, the parks are great moral and intellectual educators and conduce to the peace and prosperity of every citizen. It is a significant fact to be noted that, on holidays or other occasions when thousands of people mingle there with each other, arrests for infractions of the peace are very rarely necessary. Our parks for these and many other reasons that might be urged, are in themselves sources of health and prosperity to the people, whose value cannot be properly estimated without due weight being given to these features of the question. Their cost and maintenance in such a comparison sinks into insignificance.

France and Germany have their public parks and gardens; and the great city of London, with its dense population, commands over 6,000 acres of public grounds for general use.

While the more recent embellishments of these grounds may be open to criticism, yet aided by their wonderfully picturesque road system, throughout the rural districts of the kingdom, they accomplish more for the preservation of health of the people than they have ever been given credit for, in rendering habitable large sections of once ugly, gloomy portions of the older city. The suggestions afforded by observation of the parks of the Old World are valuable to us so far as it is possible to make an economical adaptation of them to the cosmopolitan population and customs of the new; and of these suggestions, none is of more commanding importance and interest than their system of roadways. Whether regarded from an æsthetic or from a utilitarian point of view, their proper construction and maintenance are justly held to be of primary necessity.

It is not deemed necessary to enter in detail upon the reasons why our park thoroughfares and structures should be kept up to a corresponding grade of excellence. They need complete renovation, and delay in this important detail of work would in the judgment of the Park Commissioners be unwise economy. The thorough renewal of the Park surfaces would now after nearly twelve years continuous use necessitate special expenditure.

The liberal provisions afforded by the construction of the Ocean Parkway, the increase of patronage, and the greater freedom permitted in the speed of horses, have in some respects changed the character of the use of a portion of the Park drives. In the original design, it was contemplated that the series of lanes which pass through the East Wood would divide travel and divert it, in part, from the main road, from Baltic Pass to the south, and

concentrate it again in the main drive beyond. The object intended was to invite the use of this wooded area as one of the attractive features in the circuit, but the American characteristic of taking the shortest road between two points has here ignored æsthetic considerations and asserted itself, indicating what would seem to be a desirable improvement, viz., the widening of this portion of the main drive for the greater convenience and safety of visitors. For this reason, the greater width of a thoroughfare-drive at this point becomes a necessity.

It is very gratifying to record the fact, that the number of equestrian visitors is increasing each year, indicating a growing love for this healthful and exhilarating exercise. The proper management of a bridle road involves expense and care, and the demands upon our attention in this particular are likely to increase with the marked popularity of the Park in the respect to which we have just alluded. Our walks, the treatment of which has, for like reasons, corresponded to that of the roads, require a similar general repair.

There exists at this time a most pressing necessity for an extensive readjustment and modification of our plantations, which, in the number and extent of choice varieties, comprises a collection of evergreen and deciduous material of distinguished character which only the most reckless disregard of the critical condition which the trees and shrubs, everywhere forming the essence and spirit of landscape attractions, have now reached, for want of means necessary to care for them, can account for the failure to heed the request and warning of the Commissioners in this particular.

Several partially completed portions of the Park lack the force and character which a proper system of planting alone can supply. In the finished areas, however, a large number of trees and shrubs have reached such a condition of growth as to make it necessary to remove many of them. This is necessary, not only for the purpose of preserving the harmony in composition, but to secure a valuable stock of plants at a stage of development most desirable for use in connection with new work and which had been originally planted with a view to secure an early effective display with the view ultimately of utilizing many of them in the manner and for the purposes above suggested.

Our lakes and water-courses, which form so desirable a part of well-balanced park design, entail upon us a due share of responsibility. The main lake, which covers an area of over 50 acres,

offers unusual facilities for ice and water sports, and the untrammelled use permitted has developed a taste for certain aquatic amusements which, it is believed, is peculiar to Brooklyn.

The supply for a lake of such dimensions is derived from the following sources :

First—The natural rainfall due to the area covered by the lake and water-courses of the Park.

Second—The surface drainage of a large circumjacent area flowing directly into the lake over turf, and other surfaces, and intercepted by suitable silt basins along the line, so that all deleterious matter is arrested and removed from time to time.

Third—The direct supply from the Park well.

The depth of the lake averages about $6\frac{1}{2}$ feet, and the temperature of the water has never been known to reach a point at which the poisonous gases, the basis of malarial troubles, are generated by decomposition of vegetable matter, whose growth is superinduced in shallow water of a higher temperature.

The capacity of the well is such as to enable us to supply, at frequent intervals, large volumes of pure water at low temperature ; this, with the aid of natural agents, as evaporation for example, which, for a period of twenty-four hours, in summer, will equal nearly 500,000 gallons of water, the disturbance of the surface by the winds to which this area is peculiarly subject, the passage of boats and the movements of water-fowl, affords every reason to believe that at no time since the completion of the Park has the lake caused the propagation or prevalence of malarial diseases. On the other hand, the very thorough system of underground drainage in operation on the Park has relieved the large area to such an extent as to offer no material occasion for alarm in this particular.

The Kings County Medical Society, several years since, through a committee of physicians appointed to consider the general subject of drainage in the city and vicinity, specially examined the drainage system of the Park, and cited it in their reports as an example of the best results attending a well-devised plan of surface and subsoil drainage.

Some anxiety has been expressed as to the appearance of portions of the lake in summer, where there has been an accumulation of vegetable matter, and much careless criticism has been made by people who are not acquainted with its real causes.

Any thoughtful observer of the varying condition of water stored in reservoirs and artificial lakes, and also in natural waters, will remember to have seen the development of a similar formation at the beginning of summer, when the waters contain a flavor and odor likened to a fishy taste and smell. A thorough investigation, attended with careful analysis, has disclosed the fact that this condition is brought about by a harmless chemical change in organic matter, chiefly a growth of a low species of vegetation. This produces in a very natural way a class of aquatic forms of life, themselves agents of purification. While to some extent their existence may sometimes be disagreeable to sight and smell, there has been no proof adduced yet that the presence of such matter, not peculiar to our lakes at this period, is productive of injury to health, more especially alone, do we believe this to be the case from the fact that our lake is singularly free from any deleterious growths, and it is not made the receptacle of any of the filth accumulated in any portions of the Park, which is specially cared for and disposed of in such a manner as to preclude the possibility of danger or annoyance.

Our water service is quite as elaborate in its system and ramifications as would be that required to supply a town of 20,000 inhabitants. Special reference to our water supply is made elsewhere in this report.

PUBLIC USE OF THE PARKS.

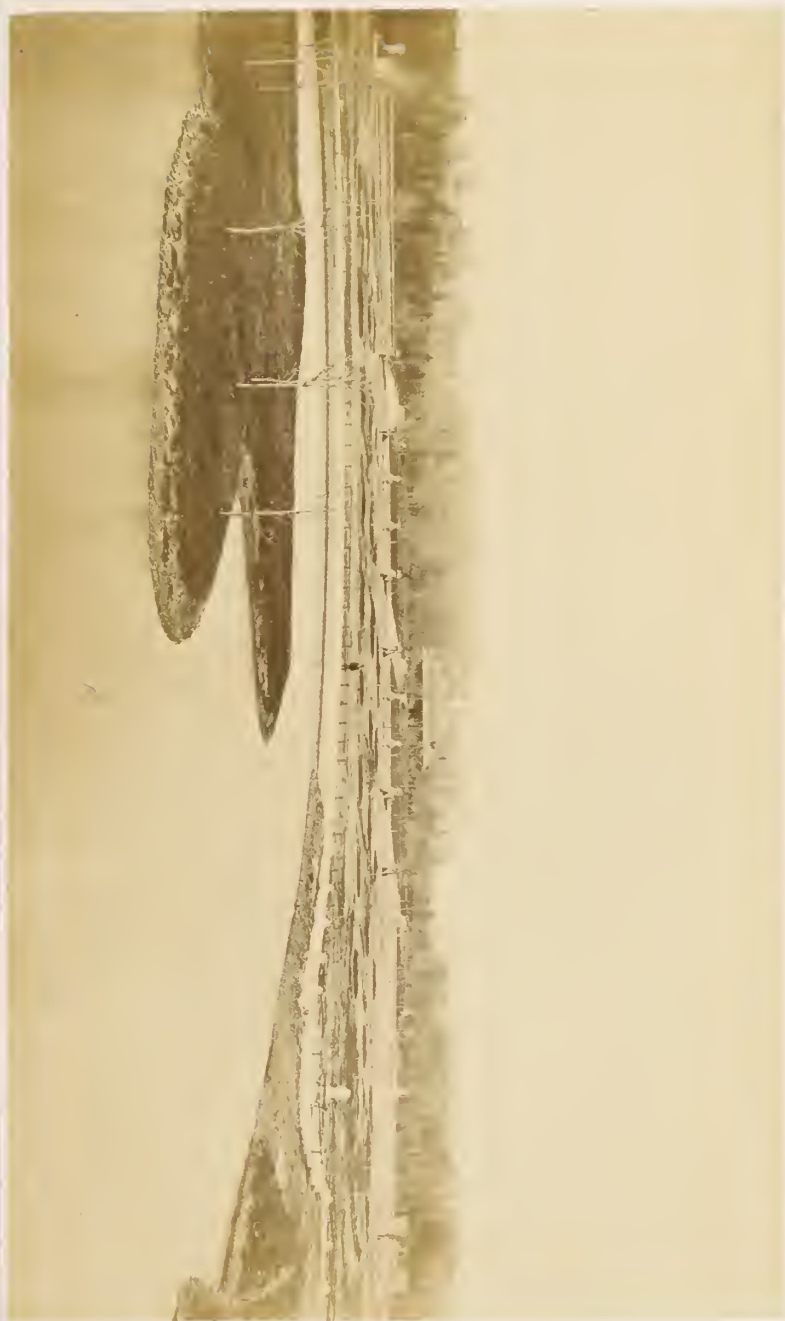
The homogeneous character of our people heretofore alluded to, and the absence of transient population ordinarily common to a large city, here operate to secure to all classes of citizens freedom from many restrictions which, in other cities, it is found necessary to impose upon those who visit the parks. The adaptability of a considerable portion of its area for the entertainment of masses of people, naturally suggested to the Commissioners the most liberal construction in the provisions established for governing the use of the Park, and it is with no small degree of pride that they view the varied demands for popular recreation to which the resources of the Park so happily respond.

It is almost within the memory of our youth that the American people have developed a desire for field sports, sufficiently strong to be regarded as in any sense a popular demand. While there has been at all times an abundant surplus in the energies of the people, that, rightly directed, would find agreeable and healthful recreation in systematic pastimes and athletic enjoy-

ments, furnished on land and water, it required the fixed destiny of an unfolding civilization to bring us to that era. The demand for pleasures of this character is not confined to one sex, nor to the age of childhood or youth alone. It is not born of a caprice or a whim, but is the expression of a popular thought. Its wholesome gratification gives additional health, vigor and grace to our young people, and tends to systematize the social life of the community. To meet this growing and laudable sentiment, the purposes for which the Park was intended, have in a sense been modified and adapted to new exigencies.

The rules adopted by the Commissioners, were prepared with a view of giving each individual, the largest personal liberty and enjoyment consistent with the proper preservation of the Park.

Our beautiful turf and wooded areas, as well as our walks and roadways, have been offered for use to the public with the least restriction, and all the better class of field sports have found ready growth in our parks or other grounds under our care, as in no other in this country. The effect has been to multiply local organizations devoted to physical development and training, make more universal the love of harmless outdoor amusements, and to improve the public health. In corresponding degree, the water surfaces of the Park have been availed of for rowing, sailing, yachting, or for the varied amusements of the winter season. In the judgment of the Commissioners, the relative amount of water, the open lawns, and the proportion of spaces for more sequestered enjoyments, would be, one day, of paramount interest to the people of this city, and events have justified their action in the accepted designs and finish of the Park. The people at large are making the most generous use of the grounds, and the lovers of more specific pastimes, as boating, base ball, cricket, lacrosse, archery, croquet or skating, throng the Park and its appendages on all occasions when the weather is propitious for these respective pleasures. That the policy of the Commissioners has given a large impetus to these various enjoyments has already been alluded to, but its results cannot be too strongly commended to the attention of an intelligent public. The Park has proved itself a vast, healthful, vitalizing force to the people of this city, and its worth cannot be estimated pecuniarily; its uses stimulate the energies and quicken the pulses of thousands; its pervasive influence elevates the moral tone of the community, and its great mission is only just entered upon.



The people of Brooklyn have been responsive in their popular appreciation of the Park in its general features, but no person can measure the usefulness of a work whose influence is of such diversified nature, acts upon a half million of people and proceeds upon incalculable progression.

During the season of the year appropriate to its use, our Parade ground has been in constant demand by large numbers of the adults and youth of Brooklyn, its exceptional appropriateness for their pleasures not only attracting many local organizations, but athletic clubs and associations of various kinds from New York City and other points in the State, as well. The "National" game of base ball has seemed to receive new vigor as a popular pastime, and extended to every social circle of the community. For several seasons past the game of cricket has been a steady and growing amusement at the Parade ground with one or more of the oldest clubs in this country, and the skill that is required in its practice has of late increased interest in it as a sport, and consequently drawn a greater number to engage in its exercise.

The broad lawns of the Park have been a standing invitation to less boisterous amusements than those just referred to, and their uses for croquet playing, promenades, and the innocent exercise of people of both sexes and all ages, have given the Park a fame that is almost national. On the lake, a fleet of rowboats has been maintained for the use of visitors, and it has received a very general patronage from a large class of people who find peculiar entertainment in this kind of exercise which affords recreation, not only directly promotive of health and strength, but which is attended with none of the dangers incident to deeper and more exposed water. In the broader and more open portion of the lake, the sailing of miniature yachts has become a permanent amusement of the summer and fall seasons. The construction, appointments and mimic movements of these little vessels, attracting a general interest and attention approximating that which has heretofore been accorded to watercraft of full size.

The popular knowledge young people acquire in regard to the construction and management of small boats, superficially regarded, seems trivial, but it is really of permanent value. It is the best kind of object teaching, serving a practical purpose for future use, and it is indelibly fixed in the memory, by the delightful associations that cluster about it.

YACHT HOUSE.

No less than four miniature yacht clubs exist in this city, representing 150 of these little vessels, and the skill bestowed upon the perfecting of their models and every detail of their outfit has developed an enthusiasm second only to that which prevails among the yachtsmen who take active interest in the fashionable clubs whose annual regattas command such popular attention. The rapid growth of these popular pleasures has pressed upon the attention of the Commissioners the need of accommodations, suitable in character and inexpensive in construction, for their more perfect enjoyment. Upon the ball ground it would be an obvious convenience to have erected a building, suitably and economically arranged, for players and others to deposit clothing or other articles, and a building similar in character near the lake, where boatmen could store their yachts would seem to be an equally legitimate provision. As an accessory to the proper enjoyment of these pastimes, now obtaining such popular favor, and growing in interest every year, there is a propriety in the erection of these simple structures at small cost that seems to be similar to the already completed auxiliary accommodations for skaters and others. The building upon the ball grounds could be made to subserve a double purpose in affording additional accommodations to our military organizations on their periodical visits.

PARADE GROUND.

The Parade Ground, presenting almost unrivalled facilities for military manoeuvres, continues to be a popular field of practice with the National Guard who esteem its acquisition for such purposes most fortunate and desirable.

It has been our privilege on frequent occasions to offer the use of this ground to a number of the military organizations of New York, which, having no facilities for field exercises in that city, have, in repeated instances, acknowledged the obligations to this county under which they rested.

Among the most recent lawn amusements in this country is archery, and some effort has been made by residents of this city to add it to our out-door recreations. During the past seasons an organization was perfected which made use of the ground assigned to them by the Commissioners for that purpose, and later new organizations were formed. The accommodation thus afforded was very satisfactory to those who availed themselves of it. The sport possesses many elements of popularity, including competitive skill, expertness in handling the bow and arrow, and may be regarded as a most favorable pastime.

PICNICS.

A more old-fashioned, and always popular, use of the Park, attracting by far the largest number of visitors to a uniformity of entertainment, has been the annual picnics of churches, schools and other organizations, and the universal use of our woods in the summer season for private and family picnics. The reasons for this are very easily defined—there is a general harmony between the informality of picnics participated in by the class of people referred to, representing the best citizenship, present and prospective, of the community, and the peaceful repose of Nature in the beautiful woods situated in the west border of the Park.

Protection is here afforded in every proper pleasure peculiar to such occasions; children and adults feel the full enjoyment of contrast between heated homes of brick and the narrow confines of our city streets and the cool, invigorating air of the fields and woods of the Park. There is no place in this vicinity combining so many attractive elements, as a nucleus of enjoyment, as the picnic grounds—a fact that is well attested by their general use every season from early in June until the first of October. Perhaps not one of these elements, is of more paramount consideration to the public than that of absolute safety. An objection urged with much force against picnic excursions to more distant points, is the peril to which children are exposed to life and limb, by cars or steamboats, by drowning, or climbing, or other casualty; of secondary consideration, some, indeed, would give it the first importance, is the often compulsory contact with uncongenial and improper associations or influences, sometimes seriously marring the day's pleasure. Another question, not so frequently considered, but really of magnitude, is the weariness and fatigue nearly always resulting from an out-of-town excursion, and the entirely unrefreshed condition of the participator, certainly a very barren result when it is considered that thousands of people do not have half-a-dozen opportunities a year for such recreation. The expense of these excursions away from home varies of course with the individual, but in any event it is five or ten fold what it would be at the Park, such excursions are subjected to all the inconvenience of crowds, set times for departure and return, the uncertainties of the weather, and other circumstances too numerous for enumeration.

The picnic to the Park is divested of nearly all the objections above mentioned. Every facility is afforded for the proper use of the woods themselves and numerous accessory sources of enjoyment are very near, equally safe and equally harmless.

With proper police surveillance afforded, no annoyance has been permitted nor complained of, fresh water has been liberally supplied, swings have been permanently maintained in the woods, and there has been an ample supply of tables and seats provided.

During the past four or five seasons, as the Commissioners are gratified to announce, the formal applications for the use of these grounds have been gradually increasing, and during the past summer over 400 permits were issued. The organizations, thus availing themselves of the use of these grounds, numbered from 100 to 5,000 persons each and were largely composed of children and young people.

It is for the accommodation of the largely increasing number of these excursionists to this attractive portion of the Park, that the building elsewhere alluded to was designed.

For several seasons, the annual parade of the Sunday-school children, comprising a large proportion of that class of our people, have assembled on their parade-day in the Park. On one of these occasions the assemblage of children numbered fifteen thousand, and every year since has varied from seven to twelve thousand. The exercises have drawn thither a large attendance of visitors which contributed to make the anniversary one of the most imposing gatherings of the year.

The Park carriage service, which was organized a number of years ago, continues to meet with public approval. The carriages starting from the Plaza entrance at Flatbush and Ninth avenues, and the Willink entrance, near City line, run at frequent intervals throughout the fair weather, and over a route that embraces the finest views of the Park, affording an agreeable ride at moderate cost. The enhanced attractions of Coney Island, during the past season, have materially diminished the receipts of this service as well as the patronage of the restaurants on the Park. But these are embarrassments that time will probably regulate.

The adaptability of the Park lake to skating, ice-boat sailing, &c., suggests on each recurring season that ample provisions should be made for the fullest enjoyment of these pleasures.

Equestrian exercise has already taken a foremost position among the pleasures and attractions of the Park. In fair weather, at all seasons of the year, both ladies and gentlemen avail themselves of our bridle-paths and public thoroughfares in large numbers. The healthful pleasure of horseback exercise, has received an additional impulse of popularity from training-schools in this city, and from the participation in it of some of our most worthy citizens. It is a recognized accom-



VIEW OF THE LAKE FROM SITE OF THE REFECTORY

plishment, graceful and elevating in character, and naturally growing in public favor. The Park roadways and equestrian routes extending to delightful suburbs, afford desirable attractions to those who seek this mode of recreation.

If the thoughtful visitor to the Park, will take the trouble to familiarize himself, even in slight measure, with all its accessories for pleasure and personal enjoyment, he will be surprised at the aggregate and the variety and quality of tastes which seem so easily catered to, but which it would be impossible to gratify but for the orderly and systematic supervision maintained in conjunction with the good-will and self-respect of the great majority of visitors. The influences of the resort are all peaceful, healthful, and harmless. There are harmonious and temperate pleasures for all ages and conditions of life.

While it is not to be expected that Brooklyn can afford to expend the same amount per acre, in maintaining the Park, as is lavished upon similar Public Institutions in the Metropolis, it is only reasonable for us to ask for such means as would be desirable under careful business management, to preserve all parts of the Park in the best condition for use, and to administer affairs in connection with them with such intelligence and reasonable liberality, as to afford to all classes of our citizens each in the direction to be best enjoyed by them, the ultimate advantages which works of this character so varied in their resources may provide.

KEEPER FORCE.

During the past year, the Keeper Force has been serviceable in the work of supervising the several parks and other territory under the jurisdiction of the Park Commissioners.

The ordinances have been enforced generally with little friction, and good order has prevailed; the proportion of those who visit the parks, &c., with bad intent being small, it is believed, and opportunity of carrying out any evil purposes is rarely afforded.

The force is much smaller in numbers and consequent efficiency than it was several years since, and the responsibilities of adjusting it to the needs of the parks, &c., necessarily greater.

WATER SERVICE.

During the whole period in which our water service has been in operation, we have satisfactorily realized the advantages which were expected to be derived from its establishment on the Park. We have had a large and almost unrestricted supply,

nearly equal to the large and varied requirements of the Park, its fountains, drinking hydrants, buildings, closets, lake and roads, the Ocean Parkway and Concourse, for sprinkling purposes, and for the supply of the horse trough and drinking fountains under our care at the Island.

In addition to these our resources were such, during the past two seasons, as to meet an equally important demand in the furnishing of water to the principal hotels, at the Island, by which means the convenience and pleasure of thousands of visitors were largely contributed to.

The facilities thus afforded have been, without doubt, most timely, and one important purpose served by the Commissioners in this particular, has been to guard the management of the most prominent enterprises on the Island against any criticism or complaint which the want of an abundant supply of pure water would have unquestionably given rise to.

The Park water supply in its present condition, so far as the various hotels, &c., are concerned, is but a comparatively temporary expedient, and increase in the size of the supply pipe will be necessary to enable the Commissioners to deliver an amount of water that will be required within a year or two. Ultimately, it is believed, the more extended resources of the city supply will be made available for the use of the Island and the intervening towns, and the Parkway line, in addition to its use as primarily designed, principally for the maintenance of the Ocean Parkway and Concourse, may serve an additional useful purpose as a service pipe for the property along the Parkway.

The following statement shows the work performed by the Park pumping-engine and the stated yield of the well, for the period extending from June 5, 1871, to December 31, 1879.

DATE.	NO. OF GALLONS PUMPED.	TOTAL GALLONS PUMPED FOR THE YEAR.	IN GALLONS— Water Used from City Service Each Year.	Days when Park well was not in use each year.
From June 5, 1871 to September 10, 1871	21,525,504	21,525,504	15,081,176*	5
" September 10, 1871 to May 1, 1872	46,877,644	149,958,468	41,888	25
" May 1, 1872 to October 1, 1872	103,080,821			
" October 1, 1872 to May 1, 1873	50,156,301	111,537,800	2,934,404	79
" May 1, 1873 to October 1, 1873	61,381,496			
" October 1, 1873 to May 1, 1874	49,212,372	116,033,720	1,119,008	25
" May 1, 1874 to October 1, 1874	66,821,348			
" October 1, 1874 to May 1, 1875	47,124,176	112,192,460	1,461,592	23
" May 1, 1875 to October 1, 1875	65,367,984			
" October 1, 1875 to May 1, 1876	38,817,416	87,078,288	1,381,548	37
" May 1, 1876 to October 1, 1876	48,260,872			
" October 1, 1876 to May 1, 1877	28,279,108	93,710,936	72,556	60
" May 1, 1877 to October 1, 1877	65,431,828			
" October 1, 1877 to May 1, 1878	27,911,752	87,675,368	2,317,224	72
" May 1, 1878 to October 1, 1878	59,763,616			
" October 1, 1878 to May 1, 1879	27,357,000	87,017,436	..	62
" May 1, 1879 to October 1, 1879	59,660,436			
" October 1, 1879 to December 31, 1879	18,377,392	18,377,392	..	19
Totals .....	.....	885,407,072	24,442,396	407

* Used from July, 1868, to September, 1871.

YIELD.		Gallons.
Average yield per year		104,165,541
Maximum.....		149,958,468
Minimum.. .		87,017,436
Yield of Park Well in 1878.....	Gallons.	87,675,638
Used by hotels at Coney Island	7,766,259	
“ for sprinkling Ocean Parkway.....	10,909,379	
“ “ Prospect Park.....	69,000,000	
		87,675,638
Yield of Park Well in 1879.....		87,017,436
Used by hotels at Coney Island	11,001,748	
“ for sprinkling Ocean Parkway .. .	11,100,000	
“ “ Prospect Park.....	64,915,688	
		87,017,436

From June to October of each year, the well has been operated twenty-four hours per day; during the year 1878, the engine was stopped only four days during the summer months, and during 1879 only two days. Previous to 1878 no water was used below the King's highway on the Parkway. The main to Coney Island was laid in 1877, and was opened for use early in 1878.

SPECIAL WORKS.

Of the special works which have been from time to time placed under charge of the Brooklyn Park Commissioners, and which have, in whole or in part been carried to substantial completion, the most important was the Ocean Parkway and the Concourse at Coney Island, to which reference is specially made in a portion of the following pages. These special works are enumerated as follows:

- Ninth avenue and Fifteenth street.
- Washington avenue.
- Ocean avenue.
- Coney Island avenue.

In all cases, the contemplated improvements pertained to streets and avenues bordering upon or contiguous to the Park, the work being provided for by special enactments of the Legislature. In view of the relations that these thoroughfares were to bear to the Park, it was quite proper that the Park Commissioners should largely determine the character of the work to be done, as well as to regulate and establish the necessary grades. Where practicable the work was done by contract.



VIEW OF THE LAKE, AND OF THE PROMENADE DRIVE AND SHELTER, FROM LOOKOUT HILL, TOWARD THE OCEAN

NINTH AVENUE AND FIFTEENTH STREET.

Both of these thoroughfares were widened during the early years of the Park work, and some modification of the grades were made by the Commissioners and approved by the Common Council, in order to adjust the grades of certain streets abutting upon the Park boundary. Upon these works the Commissioners expended the sum of \$29,086.10. The indebtedness thus incurred is provided to be paid by the act of the Legislature, chapter 546 of the Laws of 1875, out of moneys to be raised for completing the improvement, as well as the amount already expended by the Commissioners. Until recently, neither of these streets were used to any considerable extent, except by two lines of railroad, which have seemed to afford all the accommodation demanded by the public.

The Commissioners have always regarded the property lying along the western border of the Park as valuable, and as forming part of a very attractive portion of the city, in view of its proximity to the Park, the favorable character of its topography, and for its general eligibility. This in common with other neighborhoods, has felt the effect of the business depression which has so long prevailed, and there has been, naturally, little disposition on the part of capitalists and others to improve any considerable portion of it. Having this in view, the Commissioners, under whose care a portion of Ninth avenue and Fifteenth street was placed by the Legislature, deemed it unwise to enter upon any scheme of improvement which must, in the nature of things, be premature in its effect, and if carried out upon a scale which would meet the approval of the authorities and of the Commissioners themselves, would have entailed upon the property during this long series of years a heavy burden. This view was adhered to against the urgent opposition of some of the owners who have since frankly admitted the wisdom of the course adopted by the Park Commissioners.

Whenever it shall be deemed a favorable time to improve these streets it ought to be done in a substantial and satisfactory manner. The pavement should consist of one or the other of the most improved stone blocks, either of New Jersey trap-rock or of granite.

In advance of laying down the superstructure, the necessary sewers should be constructed and the water and gas pipe put down, so that proper time for settlement of the earth in the trenches may be allowed for and the finishing work thoroughly done. What is here said applies more particularly to Ninth

avenue on the Park side, but is quite true in a large measure of Fifteenth street, which is destined to become an important line of communication between the southwestern portion of the city and the suburban towns.

WASHINGTON AVENUE.

The act providing for the improvement of this avenue for a length of 7,100 feet, contemplated its increase in width to eighty feet, necessitating the addition of a strip ten feet in width along the westerly line of the street. The necessary legal proceedings were entered upon for the taking of the additional land required, and upon the approval of the report of the Commissioners appointed by the Supreme Court, plans for the grading and paving were prepared and the work subsequently let in two sections.

The first section extended from Atlantic avenue to the city line, a distance of 5,052³³/₁₀₀ feet, and upon which the specifications contemplated the partial regrading of the street, made necessary by the change in its width, and also to repave, recurb and gutter the whole street.

The Commissioners designed from the outset to expend as little money as possible upon the work, desiring to remit to the future, when the character of the street would be more clearly defined, the question of a more substantial and costly improvement. For this reason, the contractor was permitted to make use of all the material on the line of the street, including curb and gutter, paving stones and flagging that might be found available, in view of the temporary character of the contemplated improvement. Under these conditions this section of the avenue was let to and the work promptly performed by Mr. Thomas McCann, of this city, for the sum of \$2.20 per lineal foot.

The second section, 2,048¹⁰⁰/₁₀₀ feet in length, was made up of that portion of the avenue lying within the town of Flatbush, and was let to Mr. B. R. Sturges, and the work satisfactorily performed within the prescribed time for the sum of \$5.25 per lineal foot. This latter contract included the furnishing of a considerable amount of extraneous material for filling, together with new curb and gutter and paving stone for the entire roadway.

Washington avenue runs through an important section of the city and affords a direct line of communication to the Park and to the town of Flatbush.

There are no indications of any improvements such as would have warranted any large expenditure beyond providing, as the Commissioners have already done, a practicable and convenient thoroughfare.

OCEAN AVENUE.

During the latter part of 1875 the opening and improvement of this avenue was agreed upon between the Park Commissioners and the authorities of the town of Flatbush, and after the necessary legal proceedings had been successfully accomplished, the work was proceeded with under contract with Mr. William P. Sturges. This avenue forms the lower portion of the southeasterly boundary of the Park, and extends from the Willink entrance, at Flatbush avenue and Franklin avenue, in the town of Flatbush on the south.

The plan of the improvement provided for a street 100 feet in width, divided as follows: A 50 feet roadway, a sidewalk on the westerly side of 30 feet, and on the easterly side of 20 feet in width. The length of the avenue was 3,013 feet. A blue stone curb and gutter defines and limits the roadway on each side and parallel with the curb, and extending 10 feet in width. Toward the centre of the road is laid a strip of cobble-stone paving, with a view to facilitate drainage and protect the road on each side from the action of storms, &c. The remaining space, of 30 feet, forming the central or main portion of the roadway, is made up of filling of gravel of the neighborhood, carefully selected, from which large stones have been removed, and the whole substantially rolled to a good surface. At a later period two rows of thrifty maple trees were planted and boxed on the sidewalk of this avenue, adjoining the Park.

The opening and construction of this avenue completes the system of exterior roadways contemplated in the original scheme of the Park Improvement, but which in this instance had been deferred and practically abandoned by the Commissioners, in consequence of the opposition of the property owners, the indifference to the recommendations of the Commissioners evinced by the authorities of the city, and, to some extent, the excessive value placed upon the land proposed to be taken. Subsequently, however, the co-operation of the authorities of the town of Flatbush was secured, and the project was satisfactorily carried out to completion.

CONY ISLAND AVENUE.

This avenue forms the lower southeasterly boundary of the Park, from the city line at Fifteenth street and Eleventh avenue to the entrance of the Park at the junction of Franklin avenue and the old Coney Island road.

Having been petitioned to do so, the Park Commissioners, representing the city, joined the property owners along the line

of the avenue in an improvement of a subordinate character, which, while involving the expenditure of a comparatively small amount of money (\$2,411), has provided a convenient roadway, and was in all respects satisfactory to the parties interested.

The work was let under contract to Mr. Thomas Glevry for the sum of \$3.84 per lineal foot, and consisted of the necessary grading, together with a strip of cobble-stone pavement and curb and gutter on the westerly side of the road.

The intervening space at the northerly end of this improvement, across the circle at Fifteenth street and Eleventh avenue, was improved at the expense of the Commissioners by special contract with the contractor of Coney Island avenue.

EAST SIDE LANDS.

For several years past public attention has been more or less directed to the large area of property belonging to the city, under the control of the Commissioners, known as the east side lands, and forming part of the Park, as originally taken for that purpose.

This area lies on the easterly side of Flatbush avenue, and exclusive of the Reservoir (which occupies an area of $11\frac{1}{2}$ acres), contains 121 acres, and is bounded by Flatbush and Vanderbilt avenues, Warren street and Washington avenue, terminating at the south at the dividing line between the city and the town of Flatbush. The various discussions, both on the part of the public and the Commissioners, and the several legal processes which have led to the abandonment of these lands for Park purposes, have been made known from time to time in the previous reports of the Commissioners, and in the daily papers, and are measurably familiar to our citizens.

The scheme considered and matured by the Commissioners, and sanctioned by the highest legal authority of the State for the sale of these lands, has, like most important contemporary enterprises elsewhere, been arrested and held in abeyance for reasons patent to the thinking men of the community, pending the remarkable period of business depression and stagnation through which the country, it is now believed, is happily emerging.

During the progress of work upon the Park in the early years of its construction, no change was effected in the prevailing features of the east side property. The first considerable work consisted in opening the Eastern Parkway, from the plaza to Washington avenue, involving the removal of 231,000 cubic yards of material above the established grade. Following

upon the commencement of this work in 1871, and its completion in 1873, further quantities of material were removed from time to time from points where the same was in excess, and was used to fill up the low grounds within the boundaries of the east side lands, which work was done at prices that were known to be to the advantage of the city. At a later date the various and persistent oppositions to the proposed sale of a portion of these lands were measurably overcome by the Commissioners, and with the approval of the public generally, steps were at once taken looking to the carrying out of their plan of sale; an accurate survey of the area was ordered, which included the location and extension of the city streets and avenues through it, together with a careful study of grades to be established with a view to the most favorable development of the property. It must be borne in mind that any system of extension through it of the city streets to prove of practical utility, must of necessity connect with, and their grades must conform to, those arbitrarily established by the city authority upon the streets and avenues surrounding the Park.

The projection of Sackett street, otherwise known as the Eastern Parkway entailed at once the necessity for this co-operation of interest. The grading involved at the outset the extension of the easterly slope of the Reservoir as an engineering necessity, and after a conference of the engineers, respectively, of the Park Commissioners and the Water Board, as to the amount of additional property required, proceedings were instituted by joint co-operation of the Park Commissioners and Water Board to obtain legislative authority for the transfer of the land required. This authority having been secured, a commission agreed upon by the city authorities and the Park Commissioners, consisting of Messrs. Thomas Sullivan, John French and Silas Ludlum, was appointed to value the property to be taken, and their report was approved without modification. At this point of the proceedings it was discovered that by an imperfection in the law, no provision had been made for the transfer of the money resulting from the sale of the land from one department to the other, notwithstanding the fact that the law originally placed the absolute control of all moneys resulting from the sale of any of the Park lands in the Commissioners who were further authorized to pay therefrom all expenses incurred in connection with the said lands, out of the first moneys which should be received from their sale or any portion thereof.

The failure to recognize this right in this special act, however, made it necessary to transfer the money in question to the custody of the Sinking Fund Commissioners, but the Park Commissioners sought and obtained relief from the following Legislature with the consent and co-operation of the city authorities, and subsequently obtained the full amount of money in question. In connection with the survey alluded to, with a view to a reasonable development of the resources of the area, Underhill avenue, Butler street and Park place were opened, graded and paved by special contract and the preparations made at once for a sale of a portion of the property. Maps were printed showing the number and location of the lots aggregating over 1,000 in all, in the several portions of the property which it was proposed to sell. The further preliminaries of a sale by public auction were arranged for in 1874, and the sale itself was appointed to take place in December of the same year, in deference to what appeared to be an expressed public opinion, but at a meeting of the Common Council, held on the 16th of November, 1874, the following resolutions were passed, the effect of which, was to suspend indefinitely the proposed sale.

“Whereas, because of financial requirements the Board of Park Commissioners claimed to be called upon to sell at public auction the property belonging to the city known as the east side lands ; and

“Whereas, it is the opinion of those most competent to judge that a sale of said property in the present depressed condition of the market for real estate will result in serious loss to the city, as also prove very injurious to the interests of the citizens holding real estate for a market, particularly in the vicinity of the proposed sale ; therefore

“*Resolved*, That the Park Commissioners be and they hereby are earnestly requested to postpone the sale to a period of time which shall indicate some possibility of obtaining nearer the value of the property than is now promised, and the Mayor and Comptroller be and they are hereby authorized to confer with the Board of Park Commissioners, and tender to them such financial aid as may be legal and proper, that their legal demands and the interest of the city in the property be fully protected by securing a postponement of the sale to a more promising opportunity.”

A small portion of the area nearest the plaza has been graded in part, the removal of the material having been done at a very

small cost. In one or two instances contractors, requiring filling for their own purposes elsewhere, have been permitted to take it from the east side lands without cost to the Park Commissioners. No other moneys have been expended beyond such as was absolutely necessary from time to time in the care and supervision of this area.

It is hardly necessary to say, perhaps, that the Commissioners realized, and have always done so, the desirability of promptly disposing of the considerable portion of this property at fair prices, and have made every reasonable effort to do so, that the city may be benefited thereby and improvements of a character suitable to the neighborhood encouraged and fostered.

Had the Commissioners been enabled by the aid of intelligent public sentiment to overcome the captious and personal oppositions to their scheme in regard to this area at an earlier day, it is only reasonable to infer that a satisfactory sale would have been successfully accomplished previous to 1873, the result of which, it is confidently believed, would have demonstrated the practicability and wisdom of the policy advocated by the Park Commissioners.

There is an indebtedness amounting to \$34,655.51, which has been incurred by the Park Commissioners from time to time for authorized expenditures, the payment of which is provided for by law. The Commissioners have now in contemplation, the sale of a portion of these lands at such favorable time during the coming year, as their judgment shall approve. The proceeds of this sale, together with the moneys derived and to be derived and justly due from the assessment of the property surrounding the Park, which has been legally adjudged to have been benefited thereby, will, it is believed, in a very material degree serve to reduce the amount of indebtedness incurred in the original construction of the Park, and reduce the Park debt, so called, to an amount at which there can be little complaint as compared with the benefits resulting from so marked and considerable a public improvement.

The grading and paving of Underhill avenue, to the Eastern Parkway involved the necessity of lowering and relaying the force main which connects the pumping engine at Warren street with the high service reservoir on Prospect Hill. This main had been placed within a few feet of the natural surface, doubtless as a measure of economy, in view of the fact that while a system of grades had been established by the city for the continuation of the other streets through the east side area, it was believed notwithstanding the alteration of the grade of Flatbush

avenue, that the necessity for the larger expenditure required to place the pipe below the grades of the street, to which the ordinances required them to be ultimately regulated, were so remote as to justify, as an engineering expedient, the placing of the pipe as above described. The Park Commissioners hold that the expenses involved in lowering and relaying this pipe so as to conform to a system of grades established by the city, and over which the Park Commissioners exercised no control, and to which the grade of the Parkway itself was required in effect to conform, was properly chargeable upon the city, and the whole work should have been done by and at the expense of the Board of City Works. A difference of opinion as to which Department should bear the expense of this work has led to a postponement of any consideration of the question of its settlement. The Commissioners, having been under the necessity of completing the street openings upon which improvements under contract were in progress, assumed the burden of this expenditure under protest, and the work, which was clearly a general public benefit and of no immediate concern to the Park or the east side lands, was satisfactorily completed. The Park Commissioners are prepared at any time to enter upon an adjustment of the amount involved in this expenditure, which they feel they were, by the exigencies of the case, forced to assume unjustly.

EASTERN PARKWAY.

This important work was commenced in 1871 and completed in 1874. The description of the plan, together with details of construction, are to be found in previous reports of this commission. In the earlier history of the work, through defects in the law or ambiguity in its interpretation as to the manner of raising money for its construction, the work suffered from a considerable delay, the burden of which fell largely upon the contractor, Mr. Thomas McCann, who was forced to assume large financial responsibilities for a considerable period without aid from the city. The modification of the law and the correction of the defects alluded to were accomplished by the aid of the Legislature, and no trouble was encountered in the further progress of the work.

The design, involving a large outlay of money, contemplated a central drive and a traffic road on each side, together with attendant promenade and ordinary sidewalks. The line of the improvement was projected through a territory marked in its topography, and material changes of the surface involved the

removal of large quantities of material, which, however, was made of substantial use for filling, upon adjacent property below the established grade. The very extensive area of property intended to be benefited by the construction of this road, was owned in large parcels by a few gentlemen who were principally instrumental in procuring the enactment of the law which placed this work, without solicitation or desire on their part, under the charge of the Park Commissioners, and they otherwise cleared the way for an early completion of the work which it was agreed should be prosecuted at the expense of the property benefited. Had the reasonable expectations with regard to the effect of this improvement upon the property, been realized, there can be little doubt as to the successful disposition of the adjacent property thus benefited, but it will be remembered that the business depression, elsewhere alluded to, followed closely upon the completion of this work, and its effect upon the sales of real estate was immediate, and from which this, as well as other desirable property, suffered such serious effects. Business in this class of speculation and investment was everywhere affected in like manner, and no foresight was able to avert its disastrous consequences.

Neither the city nor the Park Commissioners are in any way responsible for the change to which all property will be required to adapt itself, and while the era of bold real estate enterprises, lavish and sometimes wasteful expenditures, has properly passed away, there is still an ample field for the exercise of legitimate undertakings, among which the improvement and sale of property may be properly classed.

It by no means follows, however, that this property will not ultimately bring substantial reward to its owners; on the contrary, the Commissioners believe that it will derive greater advantages proportionately from the improvements already made, exceptional in character, than would have been likely to follow the otherwise slow and characterless development of so isolated and apparently unattractive a territory.

At present the Eastern Parkway is a well-used thoroughfare, and affords a convenient line of communication with the business portion of the city for a large and important section of the community. In conjunction with Bedford avenue, which is one of the most conspicuous and direct lines of travel with the Eastern District, the Parkway affords a substantial, pleasant and commodious exit for business traffic and pleasure riding; the facility afforded for reaching the Park and the principal roadways to Coney Island forms no inconsiderable claim among the advantages to be derived from it.

As with other works under the charge of the Commissioners, the provisions for its care and preservation are not such as a work of this character and magnitude require, nor is it in the interest of the property or the city to continue to permit the excessive deterioration to which it is necessarily subjected, in consequence of the limited appropriations placed at the disposal of the Commissioners.

THE OCEAN PARKWAY AND CONEY ISLAND.

The initiation of this work and its relations to the Park, together with an account of its construction so far as the King's Highway, a distance of three and one-quarter miles from the easterly entrance of the Park, have been very fully described in previous reports. The project of constructing a broad highway from Brooklyn to Coney Island had been discussed and approved by the Park Commissioners as early as 1867, and it received the sanction of the Legislature shortly after. Plans were prepared and the necessary legal steps were taken to acquire possession of the land, and the work was completed to King's Highway in the autumn of 1873.

The Commissioners found themselves surrounded with many embarrassments, in thus early forecasting the possibility and desirability, if not the need of suburban drives, which, beginning at the Park and terminating at the ocean, would present a thoroughfare of rare attractions. While the first section of the road was being constructed, property owners and many conservative, right-minded citizens as well, expressed grave doubts as to there being any justification for it, they questioned the utility of the work and urged, if persisted in with earnestness, that it must be finished with the most economical expenditure. These influences to some extent determined the general quality and character of the improvement. So fitful and uncertain was the travel and traffic with the county towns, and so little were the suburban district and ocean views valued for their attractions, by the larger part of the community, that the construction of this road was opposed as unnecessary. At a later period public opinion had taken definite shape in its favor, but the local opposition and prejudice were such that it required the exercise of great caution and judgment on the part of the Commissioners, to secure the just recognition and success of the work then completed.

As an instance in point it may be stated that the plan of the improvement was materially modified and cheapened in deference to the desires of the property owners, who insisted that

the distance from the Park to their property over the contemplated route was so great as to practically debar them from participation in any accruing benefits. Another obstacle to the extension of the road was met in the Prospect Park Fair Grounds Association, through whose property the proposed route lay. To meet these opposing elements the Commissioners found it desirable to determine upon a temporary completion to this point, until time should justify the wisdom of their further plans. On opening this Drive, its use by the public became general, and its value and desirability were at once acknowledged. The result further secured was the withdrawal of local opposition, the co-operation of those who had been arrayed against it, and the securing of legislation necessary to the extension of the road to the ocean, in the years 1874-5. Title to the land was acquired, and the work was extended upon the same general plan as that already completed. The lower portion of this work, comprising a distance of two and one-quarter miles, was put under contract to Messrs. Curtin & O'Brien, the lowest bidders, of this city, at a cost of \$5.95 per lineal foot, which price comprehended the entire filling, grading, paving, surfacing, and planting of trees essential to a completion of the improvement. The work was finished in the month of November, 1876, and was at once thrown open to the public, by whom it was quickly appreciated and utilized as a delightful, convenient and substantial thoroughfare to the ocean.

The construction of this second section of this work, the results of which have contributed so much toward attracting attention to the great availability of Coney Island as a popular seaside resort, followed immediately on the confirmation of the report of the Commissioners of Estimate and Assessment, approved by the Supreme Court. The general plan of the work corresponded with that of the first section and comprised a central roadway of 70 feet in width, and bordering upon it on either side a promenade or broad walk 30 feet in width. An additional roadway 25 feet wide for business purposes was placed on the side of the main sidewalk, and a walk 15 feet in width was additionally provided for next to the building line. This line, by legal restriction, is confined to within and beyond 30 feet of the extreme limit of the improvement, which is 210 feet wide. The mode of construction is very simple, the material of the grading was principally found upon the line of the work, and consisted of light loam and gravel peculiar to this portion of the island. With proper preparation and care it makes an admirable road for pleasure driving. The bed of the principal roadway to the depth of 12 inches, is

composed of selected gravel from which all stones of large size were excluded. The surface was carefully shaped and rolled until a proper bond was secured. The side roads, after being properly graded, were covered with six inches of gravel. The sidewalks, including the promenade or central walks, were graded and covered with six inches of soil, upon which grass-seed was sown with a view of securing a tough sod; six rows of trees, consisting of elms and maples of approved varieties for the principal portions of the road, and the *golden willow* for that portion more directly affected by the salt air, were planted the whole length of the roadway. Nothing of an exceptional character in construction was encountered in the progress of the work except in connection with the crossings of two marshes, originally formed by the action of the sea, one 1,600 feet and the other 1,200 feet long, the latter divided by Coney Island creek, an arm or inlet of the sea, the existence of which creek gives distinction to Coney Island as an island.

On Coney Island, with the exception of a small piece of upland, which, without doubt, was originally the end of the main peninsula, the roadway passed over the white sand formation peculiar to this portion of the coast. The entire length of the improvement, from the King's Highway (a roadway built by the English in the 16th century), and extending across the land from Gravesend Bay to the northerly line of the Concourse Drive, is 11,814 feet; while that of the upper portion, finished in 1873, is 16,833 feet—making a total length from the southwesterly entrance of the Park at the junction of the old Coney Island road and Franklin avenue, in the town of Flatbush to the Concourse, of 28,697 feet, which is (5,4 $\frac{1}{2}$) miles nearly.

The work involved the moving of nearly 22,500 cubic yards of material, about 10,000 square yards of rough cobblestone paving, and the planting of 3,000 trees, together with such other details of work as are incidental to road building of this character. Messrs. O'Brien & Curtin, the contractors, also constructed a bridge which carries the roadway over Coney Island creek, at a cost of about \$3,000. No material trouble was experienced in crossing the marshes referred to beyond that of providing for slight uniform settlement incidental to the shrinkage of such material, which settlement is likely to leave some depression in the surface to be repaired by some additional filling from time to time. This bridge is 40 feet wide, and two spans, of 20 feet each, carry over the central driveway, and two sidewalks, 10 feet in width, making a total length of 90 feet. The elevation of the floor of the bridge is five feet above mean high tide, each bent consists of spruce piles placed five feet

from the centres, twelve inches in diameter at the head, and driven to the ultimate resistance. The piles were capped by white pine timber twelve inches square, morticed to the piles and secured by locust pins. Floor beams, 4x12 inches, of white pine, were placed two feet between centres, upon which a flooring of three-inch yellow pine plank was laid. A handrail on each side of the roadway separates it from the sidewalk. The end bents were sheeted to the bottom of the creek with three-inch yellow pine plank, against which the filling at the end of the bridge rested. On the preliminary survey, the formation of the mud and vegetable growth, of which the marsh is composed, was found to be very irregular in depth, in some instances reaching 14 feet, and with a mean depth of 6 feet, material settlements were apprehended and occurred at several points during the construction; but over the principal portion of this part of the work the settlement was but slightly in excess of that which attends ordinary filling for the same depth. This was due to two causes, the chief one being that the grade of the road at this point was arranged to meet the necessities only of the minimum fill of 4 feet, which it was assumed, the tough marsh sod would be able to bear or float upon its surface. The work was begun in the latter part of April, and was substantially completed and open to public use in November of the same year. It has become the principal line of communication for the large and growing number of those who seek pleasure and amusement out doors, who ride in carriages to the seashore.

An act passed by the Legislature of 1876 and 1877 authorized the Commissioners to appropriate the premium resulting from the sale of county bonds, which had been withheld by the County Treasurer, to the extent of \$17,070.99, for the further purpose of extending the water supply along the line of the Ocean Parkway to Coney Island. The necessary plans and specifications having been agreed upon, the contract, after proper competition, was awarded to Messrs. O'Brien & Curtin, the lowest bidders, at 53 cents per lineal foot; the contract involved the laying of a four-inch cast iron pipe from the end of the pipe laid in 1873, to the Concourse at Coney Island, with extensions east and west to the extreme limit of the county property. It also included the furnishing of a Beton Coignet water-trough for horses, with suitable connections, two ornamental drinking hydrants located at the shelters, together with the necessary hydrants, stop-cocks, &c., along the line of the Parkway and the Concourse.

The extreme length of the line was 19,950 lineal feet. To test an invention which was recommended by engineers and others, a line, 600 feet in length, of six-inch wood and asphalt pipe was laid down, as an experiment, by the Asphalted Tube Works of New York city. The invention consisted of a series of layers of wood veneers wound round a central core, with a course of asphalt running between each layer. By experiments made at the shops of the company at Harlem, N. Y., a piece of pipe, composed of five layers of wood, had under several trials, exhibited successfully, a pressure of five hundred pounds to the square inch. The pipe was laid down and was made use of during the fall of 1877, as a connecting link between the old six-inch cast-iron pipe and the four-inch cast-iron extension. It shortly gave indications of failure, many lengths soon breaking, one after another, thus interfering with the continuous delivery of water to the island. The interest and faith in the serviceableness of the pipe, was such on the part of the proprietors, that they asked and obtained permission to substitute a pipe of greater strength, viz., of eight layers of veneer. The work was done promptly and the water turned on the line October 3, 1877. For a time no evidence of weakness was exhibited on the wooden pipe until the early fall, when the pipe ultimately failed. The experiment was abandoned, and the pipe replaced by cast iron. The experiment was an interesting one, but the failure may be attributed mainly to the water ram on the line of pipe due to the frequent opening and closing of the hydrants, the limited number of which was not sufficient to relieve the pressure of these blows, and to the fact, probably, that it was difficult to secure uniformity of strength and perfectness of material in all the pipe. The veneers used were of maple, carefully selected, free from knots or other defects, and cut with uniform nicety by machinery from the round of the tree. The shaping of the pipe was also effected by machinery, the asphalt was of the best quality, and great care was taken by the parties interested to insure success. Samples of the veneers were tested by tensile strains of 100 pounds to the square inch, thus far giving evidence of strength in the structure of the pipe. For light pressures there can be no doubt that this pipe is deserving of careful consideration and trial, if the cost of supplying it can be brought within the limit of successful competition with other water pipe.

As a fitting termination to this improvement, the Commissioners, in behalf of Kings county, obtained possession of about seventy acres of that portion of the Island, at the end of the Ocean Parkway, with a frontage of 2,750 feet, extending along and in-

cluding the most desirable portion of the beach, with an average depth of 1,000 feet from high water mark. The Parkway extension intersects this property 1,250 feet east of its westerly boundary, the extreme easterly boundary being 1,500 feet from the same point. Within this area a series of hills, or dunes, formed by the erratic accumulations of sand, were found, some of them being from 5 to 12 feet above high tide. A line or range of these hills, generally distant about 450 feet from the beach, as before noted, was selected for the site of a so-called Beach Concourse, or Ocean Promenade, for visitors in carriages and on foot.

The plan of the work contemplated the construction of an embankment of sand of sufficient width to afford a base for an ample roadway for driving, and accommodation for pedestrians as well. The details of construction may be briefly described as follows: The cross section of the embankment necessitated a width of about 135 feet in the aggregate. The sand was deposited on the line selected, to a height of 5½ feet above high water mark on the front line, and 6 feet on the rear, and involved the removal of about 30,000 cubic yards of sand, which was obtained entirely from the area owned by the county. The material was carefully graded and faced by a slope toward the ocean of 3 to 1. Upon this slope, and upon the upper surface of the entire length of the Concourse for a width of 100 feet, a covering of bituminous concrete pavement was laid. The material on the slopes was carried down to low water mark. It is of uniform thickness (3 inches) and was composed of equal quantities of selected gravel and beach sand carefully dried in heated cylinders and mixed in due proportion with refined coal tar and asphalt, carefully prepared by the contractors, the Abbot Pavement Company of Brooklyn.

All the work of preparation was carefully done, the whole satisfactorily completed and accepted early in September, 1876. This work was designed not only to serve the purposes of a pleasant promenade drive, but also for use as a breakwater and a substantial barrier to the encroachments of the sea, which, unopposed, had often threatened the destruction of a portion of the Island and previously jeopardized the buildings and structures already erected, and had often occasioned considerable damage to the work of enterprising lessees.

In 1876 two open shelters constructed of wood, upon a pile foundation, were placed upon the Concourse at the junction of the Parkway, for the convenience of visitors. These structures were built by contract with Mr. Van Riper of Brooklyn, were open on all sides, and with convenient entrances on the front

and rear. An overhanging roof affords protection from storm and the heat of the sun. They cover each an area of 75 feet by 25, and, being amply provided with seats and tables, are much used throughout the season by visitors to the Island.

In the summer of 1878 an arrangement was made with the Kings county Gaslight Company to light the Concourse with gas. Pipes were laid down and a sufficient number of posts and lamps were put up to secure the necessary illumination of the walks and drive during the season of 1878 and 1879.

The following is a sketch of what is known of the earlier physical features, configuration and history of Coney Island, and may prove not uninteresting. In the original patent granted to Guisbert Op-Dyck for Coney Island, it is called Cunmy Island, and by the Dutch, Coneynen Eylandt, from the name, it is conjectured, of an individual who had possessed a part of it. Pine Island, then called Conyne Hook, was at that time separated from the former by a creek, which has since disappeared.

The entire Island, with the exception of a small border of upland and marsh, is composed of pure white sand which, saturated at the level of high tide, presents the distinctive characteristics of the sea-beach, so familiar to our people. Above the level of high water, eccentric formations of sand, presenting almost every imaginable form to be assumed by such material, whose location and permanency vary with every changing wind and storm, were found. At various points these formations clustered about the hardy and scant vegetation, principally beach grass, red cedar and native laurel, peculiar to the Island.

The presence of a comparatively rich soil on portions of the Island is doubtless due to the upheavals and accretions of rich deposits of mud from the bed of the ocean. To this has been added the decomposed vegetation which at an earlier period resulted from a more considerable vegetable growth than now exists. This, as well as the soil of the contiguous main land, bears to-day some of the characteristics of the soil of the prairie, to which it assimilates somewhat in its formation and, like some portions of the prairie which have been burned over at certain periods, it owes its appearance to a like cause. A portion of the Canarsee Indians (which tribe claimed at one time the whole of the lands now included within the limits of Kings county) left interesting relics on the main land, near the southerly part of the Island, in the shape of immense piles of shells. They were very fond of shell-fish, and these shell banks, formed evidently with some plan, have been found elsewhere on Long Island. Many years since, in initiating the work of construction

of the shell road on the lower end of the village of Gravesend, a road well known to the old residents of Brooklyn, these shell banks were discovered and the shells were used in surfacing this road, for which they answered an admirable purpose.

Two well defined lines of hills extending the full length of the Island and running parallel with the ocean, the line of whose domain has remained substantially unchanged for many years, are now fast disappearing before the improvement of roadways and buildings, and works effected in the neighborhood.

The old records of the town of Gravesend mention the fact that what is now known as Coney Island formerly consisted of three smaller islands, the easterly one being known as Sedge Bank Island; another as Guisbert's or Will Johnson's Island, and the third as Piney Island. Will Johnson's Island was an area which now forms the central or main part of the Island, from the line of the old Coney Island road, westerly to Van Sicklen's hotel, and Piney Island lay west of a line from Van Sicklen's hotel to Feltman's hotel, at which point at an earlier day the surface was sufficiently depressed to form an inlet, and was locally known as Piney inlet. It is recorded that certain accounts of money was received by the town of Gravesend for permits or licenses to cut cedar trees, which at that period, it is said, attained a growth sufficiently large in that neighborhood to be used in the construction of small sailing vessels. It is further shown that permits were granted for pasturing cattle, thus indicating a sufficient growth of vegetation to induce farmers to drive their cattle thither in the spring, where they were permitted to remain during the summer and early fall.

The fishermen who at that time, pursued that exclusive occupation in this vicinity in greater numbers than now, united to defray the necessary expense of opening an inlet from a point near the site of Van Sicklen's hotel to Gravesend Bay, in order to avoid the longer and more boisterous passage along the coast, from Piney inlet to the point. The effect of this enterprise was to shoal Piney inlet and finally close it up altogether. Its general course could until quite recently, be traced by its well defined line and depressed surface. A part of the inlet separating Guisbert's Island from the Sedge Bank still exists, and is known as Sandy Creek. Its outlet, however, has been entirely closed up by the comparatively recent formation of sand hills near Engeman's hotel.

Of the many accounts which have been given of the wonderful changes that have taken place on the Island and its coast, the following extracts will be read with interest: "The more" "extensive and extraordinary marine encroachments have been"

“and are now in continual operation upon the south shore of”
 “the Island, the materials of which it is generally constructed”
 “being incapable of opposing any considerable barrier to the”
 “violence of winds and waves, especially during the existence”
 “of heavy storms, driving with inconceivable force and augmented energy against the soft and yielding substance of”
 “the headland and beaches. Its effect and ravages are perceptible to the most common observation from one end of the”
 “Island to the other; yet probably in no one place so palpable as about Gravesend, and particularly in the neighborhood of Coney Island. Mr. John Van Dyck recollects when”
 “the beach at Coney Island was composed of high and extensive sand hills, where it is now a flat and level beach, sometimes covered by the tides; and he has cut grass upon a part”
 “of the beach which is now a flat and level beach, sometimes covered by the tides; and he has cut grass upon a part of”
 “the beach which is now at a considerable distance in the sea. At other places where the water was of sufficient depth to”
 “float vessels of 50 tons, it is now solid ground. In 1839, over”
 “forty years ago, Mr. Court Lake, of the same place, aged 79, states that his grandfather, about 110 years ago, cut a quantity”
 “of cedar posts upon a part of Coney Island which is now two miles from the ocean; and that he has himself cut firewood”
 “at a place now a mile and a half from the shore. There was”
 “also a house upon Pine Island owned by one Brown, the site of which is now a great way at sea; and that Plumb Island”
 “was once covered by fine timber, where there is none now, the greatest part of the land having washed away.”

Several old maps, more or less comprehensive of Coney Island, are extant; the result of careful surveys, by reliable surveyors. One of these was made by John Terhune, who was born in 1766 and died in 1842. He was a resident of Gravesend, and for many years represented that town as a Supervisor.

Somewhere about 1806-10, a map of Gravesend, including Coney Island, was made by him for a town survey for the State. On this map, the first range of sand-hills parallel with the shore, were located much nearer the beach line than is shown by later surveys. Another map is known as the Jeremiah Williamson map, believed to have been made previous to the Terhune map, somewhere about 1765-70. Upon this is shown the so-called meadow lots of the North, Middle and Ledge bank division, this division having been indicated for and in the interest of the thirty-nine original freeholders of the town.

They were, it is believed, the first recognized owners of this portion of the Island, and some of their heirs and assigns have recently claimed portions of the Island on the basis of this recorded right. On this map is made the following singular and unique memorandum: "This beach has, within the memory of living men, washed away more than a mile in one night." Other old surveys, the maps of which show parts of Coney Island and Gravesend, were made by Herman Lifford and Roger Strong. There are one or two other maps of interest, without date or other means of authentic identification.

A more recent survey and map was made by the United States Coast Survey in 1835, another in 1855, and in 1875 the Engineer of the Park Commission completed a survey with the view to a careful comparison with those which preceded it, and which has served as the basis for the subsequent operations of the Commissioners and others in the vicinity. The older inhabitants of Gravesend claim to have observed with great care, the alterations of the contour of the beach and configuration of the Island generally, from time to time. These observations have continued through several years and seem to justify the opinion that an almost orderly system of compensating changes is continually taking place in the shore line. These, are more or less directly due to meteorological phenomena of the spring and fall seasons. The prevalent winds and characteristic storms of these seasons present distinct and well defined phases common to this latitude, only varying in a marked degree when storms of a somewhat eccentric character of long-continued and unusual severity, act in conjunction with the high tides. According to our own observations these changes possess a marked individuality. A restoration by storms of some portions of the Island that have been altered or obliterated by previous storms is not uncommon, and it is equally true that portions of the Island which have been enlarged at one time by storm and tide lose their accretions from the same cause at another. Recent surveys indicate that Coney Island has gained length by the accumulation of sand, through several seasons. These changes are observed, if not more intelligently, certainly by a greater number of people than formerly, and they are oftener the subject of newspaper notice. Comparisons of the two latest surveys show that additions have been made to the easterly end and considerable losses have occurred at the lower or extreme westerly end. The principal line of sand hills running in a generally easterly and westerly direction, is about 1,600 feet from the beach. A similar but less conspicuous sand formation

making a secondary chain of elevations about 450 feet from the beach; both of these are now almost obliterated by recent improvements. However important these changes may have been in the past, there has operated during late years a force, or series of forces, which have with little apparent material alteration, counterbalanced the loss and gain of surface, so that whatever more of extent, variety of features and picturesqueness the Island afforded to the sturdy Dutch burgher and his family, 200 years ago, the modern visitor may be congratulated upon enjoying with more certainty those extensive attractions with which the Coney Island of to-day, abounds.

While the safety of Coney Island has been greatly ensured by the interposition of considerable embankments of filling, strengthened with structures of pile and heavy timber along the hotel water fronts, it is by no means improbable, that a phenomenal storm may occur and do great damage to portions of the Island. At certain times of the year, there is a prevalence of violent winds and storms from the northeast and the northwest respectively. From winds from the former direction veering toward the south, the most destruction is to be looked for, and the greatest care should be taken to guard against their effects. A northeast to southeast storm often brings in a heavy sea, which, rolling obliquely along the shore, aided by powerful tidal currents, with such force as to warrant the greatest alarm.

The severe storm of January, 1878, may be instanced as an example. One of these storms raging with great force, the winds and tides in conjunction, and long continued, would be liable to obliterate the most important improvements on the Island in a few hours.

Storms from the northwest, while also prevalent, rarely bring in an ocean swell, while the waves they raise fall upon the shore in a line nearly perpendicular to the trend of the coast. The projection of piers into the ocean at points along the face of the Island may ultimately destroy the surf, form bars, and so materially impair the attractions of bathing.

The parks, the suburban improvements, such as the Ocean Parkway, the Concourse and other works at Coney Island, were projected by the Commissioners with reference to the demands of the future. They foresaw to a large extent what would follow, and their plans, which then looked so formidable, are already recognized as not exceeding the demand for them. They were plans not for a season but for coming years, and this is an element in all the undertakings of the Commissioners to the consideration of which, our citizens have not always given proper

weight. The Commissioners have been compelled oftentimes for want of proper appropriations, to pursue a very mistaken economy in their judgment, in restricting some of their work to a basis that would soon require repairs and not much later, to be built anew.

The Coney Island of to-day, with its unequal improvements and its latent possibilities for becoming one of the most popular seaside resorts in the world, is notably one of those developments which the Commissioners with reason, claim to have outlined and foreshadowed as the natural sequence to the schemes now so intimately connected with the Island itself. Although large investments have been made there, carrying with them magnificent projects calculated to secure popular approval, there is much that is temporary, crude and unsightly. A few nominal and some real owners and lessees, individual and corporate, representing the interests of a few more people, are competing with each other and with those who may yet enter upon unoccupied ground, for the pecuniary profits that may result from their various enterprises. As an outgrowth of this, there are already three or four distinct clusters of buildings, each representing a variety of entertainment for the public, and if the existing condition of things continues without interruption or restriction, it will be but a very short time before the entire Island will become a vast and anomalous seaside conglomeration of hotels, pavilions and meretricious exhibitions, and shows, presenting a straggling, incongruous and most undesirable appearance, and, in large measure, disappointing if not destroying the public expectations. There are no watering places in Great Britain, or on the continent, which can afford such healthful enjoyment, with such convenience of access to such numbers of people, and it stands almost without a rival in our own country. It is of peculiar and immediate importance to Brooklyn, with her rapidly growing suburbs, which within the coming century may embrace this resort within her limits, that Coney Island should be placed under a wise supervision in order that the people may enjoy equally and cheaply its present and future attractions.

It is desirable for economic and many other reasons that proper supervision should be secured at the earliest moment. Long leases and absolute ownership, with the improvements that will naturally follow, will a few years hence, if this matter is delayed, seriously embarrass the prosecution of plans for a much wider enjoyment and resource, that could now be accomplished with economy and to general satisfaction.

The problem continually presents itself how to provide the greatest amount of rational pleasure to the greatest number of people. In the exercise of their duties the possibilities and suggestions of Coney Island as a present and future resort for rest and recreation of our teeming population, have constantly engaged the attention of the Commissioners. Our people should consider themselves fortunate in controlling so important an interest, for instance in so fine a beach as comprises the Concourse at the Island, and it remains for them to demand intelligent and large-minded legislation, commensurate with the importance of a matter so vital to their welfare. The interests centred at the Island are so conflicting and the policy governing their control so narrow and short-sighted, that with the exception of few moneyed corporations owning large areas of land, the development of which is closely allied to enterprises involving a large expenditure of money for other purposes, it is easy to predict their future, unless proper influences are used to harmonize their management, so far as it may be important to the public interest to do it. Intelligent and disinterested observation can only lead to this conclusion upon one point, viz.: that the chief charm and attractiveness of Coney Island can only be preserved by unrestricted access to its delightful beach, and a view of its shore, without the interposition of incongruous and offensive associations such as the huckster, the caterer to low amusements, gambling paraphernalia and other unsightly and obtrusive enterprises which pander to the tastes of only a few people and are exceedingly objectionable to the majority of visitors. Some of these petty speculators minister to depraved tastes and offer cheap allurements of a flashy and questionable character to induce unthinking people to spend their money, while others of the better sort are compelled by the existing and often unrestricted condition of things to thrust themselves into competition in order to be where the crowd congregates. This, on portions of the beach, has grown from a slight annoyance to become a positive nuisance, for the present toleration of which no one in particular is to blame, because there is no absolute law to prevent it, or, if there be, no authority to give it force. In similar manner, other abuses have gained a foothold which, with every recurring season, are now growing tenfold stronger by royal right of possession. The aggregate of this class of evils necessarily deprives the people at large of a vast amount of that satisfaction and pleasure in their visits to the seaside to which they are justly entitled.

Three distinct suggestions impress themselves forcibly upon the Commission as essential, if not vital, to the continued and permanent success of Coney Island as a popular seaside resort. These are :

First—To secure the beach against destruction or occupation by greedy owners and lessees, thus insuring to the people its free and unrestricted use.

Second—To provide a convenient promenade and roadway for vehicles, the number of which will always be sufficient to justify the amplest accommodation in this regard.

Third—A system of police surveillance under regulations that may be made wholesome and effective.

Fourth—To secure proper sanitary regulations and to devise such plans for the disposition of refuse of all kinds as will remove the possibility of serious annoyance or danger to visitors and residents.

The preservation of the beach and its free use by the public, for healthful recreation is obviously a consideration of the first importance. The obstructions that now encumber portions of it, the peripatetic vendors and the vehicles now driven along with shouts of warning to pedestrians, should all be retired under regulations and provisions that would be alike gratifying to the public and just, to the extent of giving each his equal right and privilege and protection in the same. With a promenade under proper restrictions, and for conveyances of all kinds, the public would at once find its pleasure and comfort greatly enhanced. The beach at present is a favorite resort for little children accompanied by parents or servants ; there is necessity for constant caution and care to guard them from vehicles and rude pedestrians that are passing from one point to another on the beach, not specially because it is the beach, but because the only alternative, the driving or walking through the soft, dry sand, a little back from the beach, even when no booths are encountered, is intensely wearisome to both man and beast. With a roadway and a sidewalk of the form and general character such as has already been described to the Board of Supervisors by the Commissioners, to be constructed on the line of Surf avenue, the enjoyment and usefulness of the Island would be materially increased. It would be valuable not only to the great visiting public but to all who cater to it with whatever is brought to the Island in wagons—meats, provisions, vegetables, &c. A roadway of this description should afford

access to all important points on the Island, and would of itself be a bond of common interest to a local community which may one day be twentyfold what it is now, and for whose welfare a liberal and intelligent provision should be made.

The want of systematic and sufficient police supervision at the Island is already a serious one, and if not provided for in the near future will do a negative injury to this resort which it will be long in recovering from. One point on the Island has been a place of promiscuous resort for thirty years past. At a later period the beach began to be visited at another point, but it was not until quite recently that this resort began to be divested of the ill repute which it had acquired in the earlier years of its history as a place of recreation.

It is now so far redeemed in this respect that assaults and rowdyism are comparatively infrequent, public gambling only occasional and robbery or larceny of rare occurrence. This result is partly due to the great predominance of a more law abiding class of visitors than formerly, partly to the employment of private policeman at some of the leading hotels, and partly due to the presence of police officials from this city.

There is neither system, discipline nor moral results of any kind from such service. A long beach where thousands gather by day and by night, a large area of which is unlighted and which is unguarded by patrolmen, affords opportunity for a great deal of impropriety and crime, the occurrence of which will, unless checked, give an evil character to this resort and drive from it the class of people whose continued presence and confidence is a guarantee of its respectable character.

This is a matter touching the interests not only of the general public, but of those who have large investments there. An evil reputation is sometimes as insidious in its growth as a wasting disease, and equally fatal. The remedy is a uniformed and sufficient police service for the entire Island during the summer season, both by day and by night, adapted to its changing exigencies, assigned to duty where people gather in largest numbers, or where, in the judgment of an intelligent executive, they may be most required in the preservation of order and good morals.

Of co-equal importance with this, if not of greater interest, is early attention to the sanitary requirements of the Island, a code of regulations and a rigid enforcement of them. Hundreds, perhaps thousands go to Coney Island primarily and almost entirely for their health, mere recreation being a secondary consideration.



THE LITTLE WATER BELT OF THE L. CONCORDIST AND PART OF THE CONCORDIST TOWER IN THE CITY OF CONCORD, N. H.

If the good effect of the sea breezes and pure air is sought for, the results should correspond with these expectations, and visitors should in some satisfactory degree realize the benefits which they may reasonably hope for, by timely visits to the Island.

To disturb the mind of the public with doubts upon this subject, and to give rise to possible apprehensions which practically may largely be imaginary, will nevertheless plainly operate to a large extent to the disadvantage of those who look to the visitors for the patronage upon which their support depends. Viewed from a higher stand point, this is the least important consideration, but it plainly indicates the direction in which owners and lessees of hotels may best subserve their own by uniting the interests of the people by guarding against any annoyances or danger which may be avoided by the timely use of such means as will probably dispose of the sewage, &c., and render apprehension and complaint unnecessary if not impossible. To disregard this plain dictate of business foresight, will be to turn every visitor into a detractor and the reputation of the Island, if this neglect should become flagrant, would suffer very severely in consequence.

The Commissioners having been led to consider this problem, do not regard it as one necessarily difficult of solution, nor as involving large pecuniary outlay, and they have already considered the propriety of securing such aid from the county authorities as would enable them to initiate on a part of the Island most favorable for such purposes, a scheme which, if it proves practicable, the results may be further enlarged upon and perfected by the co-operation of those most distinctly interested.

So much may be said in regard to the four leading wants of the Island; but something may be added of a general nature which seems pertinent to the subject. It may be said of the existing policy at the Island, or the want of it, that it is of a character too restrictive for people of moderate means. To a large majority of Island visitors who are neither very poor nor very rich, there is the alternative of paying more dearly for the gratification of their appetites and tastes than they can afford to, or of patronizing places which, however respectable, possess distasteful associations and belongings that, if accepted, it is with a mental protest and a sense of dissatisfaction.

All that affords pleasure to the masses at Coney Island, whether it be sustenance or amusement, should be equally accessible and under equally favorable conditions.

A point that should not be underestimated in considering the improvement of Coney Island, is the importance of securing

at the earliest moment, the necessary legal authority to give such shape and character to its interests, so far as they are of public concern, as will preserve for the common benefit of all, the best uses of this watering place, which at no distant period may become a charming summer seaside city, with lighted streets and hundreds of cottages, its more public places thronged as now, by thousands of transient visitors, attracted not only by the sea itself, but by many other facilities of enjoyment, not the least of which will be that they are safe, healthful, economical and thoroughly satisfying.

It would be as impossible as it is unnecessary perhaps to forecast the future of Coney Island and its approaches.

It seems safe to believe that at no remote period a substantially built drive will be completed around the margin of Gravesend Bay, through Bay Ridge and Fort Hamilton, &c., affording a most delightfully picturesque series of land and water views. The scenery contiguous to Gravesend Bay, the Narrows, and the Upper Bay comprises suburbs of the most delightful character.

The prominent seaside resorts to which the residents of New York, Brooklyn, Jersey City and other cities in this vicinity pay tribute, are Newport, part of the Massachusetts coast and Cape May. They are reached only by the sacrifice of time, more or less inconvenience by reason of their distance, and a considerable outlay of money. The same criticisms possess an approximate force when made as to Fire Island, Long Branch and some other minor resorts.

Coney Island possessing all the advantages for which other places of the kind are sought, chief of which are a fine beach and surf, and ample facilities for safe bathing, is even now almost a suburb, in its nearness to the largest and most densely populated area in this country, with capabilities of becoming to two million of people a veritable people's resort, to which access by water, in itself affording an attraction highly prized by thousands, is most convenient, while the extensive railroad facilities connecting with all parts of New York and Brooklyn render little to be desired in this particular.

All of which is respectfully submitted.

J. S. T. STRANAHAN,

President.

F. G. QUEVEDO,

Secretary.

JNO. Y. CULYER,

Chief Engineer and Superintendent.

*Statement of Receipts and Expenditures on account of the several
Parks of the City of Brooklyn during the Year 1874.*

PROSPECT PARK.

RECEIPTS.		
Balance to credit, January 1, 1874.....		\$106,786 66
Received for water sold.....	\$223 10	
“ rents of buildings on the Park.....	7,142 00	
“ royalty on Carrousel.....	310 53	
“ surveys, maps, &c.....	5,794 35	
“ hire of steam roller.....	1,600 00	
“ grass and old material.....	640 41	
“ boat license.....	500 00	
“ wagons and harness.....	1,500 00	
“ stone, &c., sold.....	265 00	
“ Surveyor's instruments.....	7 50	
“ milk.....	1,156 36	
“ trees and shrubs.....	80 55	
“ carriage license.....	46 26	
Received from Franklin avenue improvement.....	6,244 92	
“ Park pound.....	100 85	25,611 83
Total.....		\$132,398 49
EXPENDITURES.		
Paid salaries engineers, &c.....	\$1,882 70	
“ surveyors, draughtsmen and assistants.....	5,353 26	
“ laborers, keepers, horses and carts.....	60,687 52	
“ materials of construction, tools and instruments.....	36,951 75	
“ stationery, printing, and drawing materials.....	1,409 14	
“ office expenses, rents, and repairs.....	2,138 30	
“ trees, plants, and shrubs.....	1,066 24	
“ insurance.....	333 00	
“ legal expenses.....	678 00	
“ manure and other fertilizers.....	184 33	
“ horse feed.....	357 40	
“ patent pavements.....	812 63	
		\$111,854 27
Balance, January 1, 1875.....		20,544 22
Total.....		\$132,398 49

WASHINGTON PARK.

RECEIPTS.		
Received from City of Brooklyn		\$25,000 00
EXPENDITURES.		
Balance, January 1, 1874.....		\$2,554 47
Paid surveyors and assistants	\$979 16	
“ drainage pipe ..	152 32	
“ materials of construction and tools.....	767 81	
“ Scrimshaw and stone pavements.....	3,551 59	
“ laborers, mechanics, horses and carts	3,026 49	
“ horse feed.....	50 00	
“ trees and boxes	198 00	
“ printing and advertising.....	51 00	
“ retaining wall	10,412 20	19,188 57
		\$21,743 04
Balance, January 1, 1875.....		3,256 96
Total.....		\$25,000 00

CITY PARK.

RECEIPTS.		
Balance to credit, January 1, 1874		\$3,772 52
EXPENDITURES.		
Expended on pavements and walks	\$5,016 75	
“ “ labor	32 90	
		\$5,049 65

ZINDEL PARK.

RECEIPTS.		
Received from City of Brooklyn		\$4,000 00
EXPENDITURES.		
Paid surveyors and assistants	\$84 16	
Paid for iron railing and lamp posts	1,514 13	
“ wages, laborers, horses and carts	846 38	
“ stone coping, &c	1,048 95	
“ stationery	11 00	
“ materials of construction, tools, &c	323 07	
“ trees and shrubs	75 11	
“ water pipe and hydrants	88 70	
Balance		\$3,991 50
		8 50
Total		\$4,000 00

MAINTENANCE ACCOUNT.

Received for the maintenance of all the City Parks for the year 1874		\$125,000 00
Received for the maintenance of Franklin avenue		2,406 80
		\$127,406 80
Balance		26,036 29
		\$153 443 09
Deficiency in maintenance of former years	\$26,734 86	
Expended in maintenance of 1874	126,708 23	
		\$153,443 09

Maintenance Account—Expenditures.

For.	PROSPECT.	WASHINGTON.	CARROLL.	CITY.	CITY HALL.	TOMPKINS.	OCEAN PARKWAY.	EASTERN PARKWAY.	FRANKLIN AVENUE.	TOTAL.
Roads	\$12,816 76									
Walks	3 445 70	\$747 71	\$1,621 26	\$30 15	.....	\$139 02				
Structures	2,521 71	27 02	25 65							
Plantations	18,141 56	457 67	110 19	56 92	\$57 54	80 83				
Water	5,881 81									
Drainage	52 38									
Ice	4,280 53									
Tools	13 28			14 50						
Keepers	37,170 57	3,410 63	984 71	1,459 59	.....	1,883 90		\$681 57		
General	18,062 95	966 98	528 90	284 23	530 67	271 74	\$3,943 80	.....	\$2,406 80	
Music	3,069 00									
Totals ..	\$105,456 25	\$5,610 01	\$3,270 71	\$1,845 39	\$1,118 21	\$2,375 49	\$3,943 80	\$681 57	\$2,406 80	\$126,708 23

PARADE GROUND.

RECEIPTS.		
Balance to credit, January 1, 1874.....		\$1,133 18
Amount received from County Treasurer.....		2,500 00
		<hr/>
		\$3,693 18
EXPENDITURES.		
Paid keepers.....	\$185 88	
“ mechanics, laborers, horses and carts.....	784 59	
“ materials of construction and supplies.....	83 60	
“ trees and shrubs.....	55 25	
	<hr/>	1,109 32
Balance, January 1, 1875.....		<hr/>
		\$2,583 86

Receipts and Expenditures during the Year 1875.

PROSPECT PARK.

RECEIPTS.		
Balance to credit, January 1, 1875.....		\$20,544 22
EXPENDITURES.		
Paid salaries, engineers, surveyors and clerks	\$3,523 03	
“ mechanics, laborers, keepers, horses and carts....	17,787 84	
“ materials of construction, tools, &c.....	14,584 12	
“ trees and shrubs	984 20	
“ printing, stationery and drawing materials.....	403 22	
		\$37,282 41

MAINTENANCE.

RECEIPTS.		
Received from City.....	\$120,000	
“ rent of buildings on Park.....	4,858 00	
“ royalty on camera-obscura.....	77 65	
“ sale of cattle	438 70	
“	350 00	
“ tools	125 00	
“ royalty on Carousal	516 10	
Received for milk.....	2,021 76	
“ “ boat license.....	1,500 00	
“ “ carriage license	500 00	
“ “ water sold	70 30	
“ “ grass and old material	792 88	
“ from Park pound	30 90	
		\$131,281 29
EXPENDITURES.		
Balance, January 1, 1875.....		\$25,354 72
Paid supplies, materials of construction and tools....	\$21,665 21	
“ salaries, engineers, surveyors and draughtsman..	4,434 51	
“ laborers, keepers, horses and carts.....	96,535 61	
“ printing	683 78	
“ office expenses and rent of office.....	1,985 39	
“ legal expenses.....	690 20	
“ horse feed	3,527 81	
“ music	3,900 00	
“ stationery, drawing materials, &c.....	1,142 16	
		\$134,564 67
Total.....		\$159,919 39

WASHINGTON PARK.

RECEIPTS.		
Balance to credit, January 1, 1875	\$3,256 96	
Received from City of Brooklyn	5,000 00	\$8,256 96
EXPENDITURES.		
Paid salaries engineers, surveyors and assistants	\$980 42	
“ materials of construction, tools, &c.	1,086 55	
“ laborers, keepers, mechanics, horses and carts.	3,372 34	5,439 31
Balance		\$2,817 65

TOMPKINS PARK.

RECEIPTS.		
Balance to credit, January 1, 1875		\$326 48
EXPENDITURES.		
Paid salaries engineers, surveyors and assistants	\$32 39	
“ materials of construction, tools, &c.	6 20	
“ labor, horses and carts.	14 26	52 85
Total		\$273 63

PARK BOUNDED BY GWINNETT AND MIDDLETON STREETS AND
BROADWAY AND THROOP AVENUE.

RECEIPTS.		
Balance to credit, January 1, 1875		\$8 50
EXPENDITURES.		
Paid materials of construction, tools, &c.	\$47 82	
“ laborers, horses and carts	2 75	\$50 57

MARTYRS' TOMB.

RECEIPTS.		
Balance to credit, January 1, 1875.		\$552 40
EXPENDITURES.		
Paid salaries surveyors and assistants ..	\$68 15	
“ drainage pipe.....	53 75	
“ laborers, mechanics, horses and carts.....	445 50	
		\$567 40

CUMBERLAND PARK.

EXPENDITURES.		
Balance, January 1, 1875.....	\$117 43	
Paid laborers	1 05	
		\$118 48

MAINTENANCE PARKWAYS.

RECEIPTS.		
Received from City of Brooklyn		\$5,000 00
EXPENDITURES.		
Paid laborers, horses and carts.....	\$8,397 69	
“ salaries, engineers and superintendence	69 61	
		\$8,467 30

Maintenance—Expenditures for the Year 1875.

For	PROSPECT.	WASHINGTON.	CARROLL.	CITY.	CITY HALL.	TOMPKINS.	PARWAYS.
Roads.....	\$8,960 37	.....	\$339 07	.....	.....	.....	\$7,049 72
Walks.....	3,074 33	\$452 83	88 25	\$17 81	\$464 00	\$218 21	127 40
Structures.....	12,173 85	.....	73 00	33 00	.....	.....	.....
Plantations.....	19,461 44	1,451 57	.....	158 80	20 75	147 64	.....
Water.....	9,756 10	21 55	.....	.....	.....	.....	4 95
Drainage.....	428 95	.....	.....	.....	72 00	.....	.....
Ice.....	4,767 22	.....	.....	.....	.....	.....	.....
Stock.....	9,899 64	.....	.....	.....	.....	.....	.....
Keepers.....	27,268 46	3,341 25	999 56	1,723 23	.....	1 629 31	.....
General.....	21,862 59	852 56	247 09	217 70	210 09	232 38	1,285 23
Music.....	3,900 00	.....	.....	.....	.....	.....	.....
Totals.....	\$121,552 95	\$6,119 76	\$1,746 97	\$2,150 61	\$766 84	\$2,227 54	\$8,467 50

PARADE GROUND.

RECEIPTS.		
Balance, January 1, 1875	\$2 583 86	
Amount received from County Treasurer	2,500 00	\$5,083 86
EXPENDITURES.		
Paid keepers and superintendence	\$2,022 04	
“ laborers, mechanics, horses and carts	1,948 60	
“ supplies, materials of construction and tools	594 73	
“ insurance	269 88	4,835 25
Balance, January 1, 1876		\$248 61

Receipts and Expenditures during the Year 1876.

MAINTENANCE OF PARKS.

RECEIPTS.		
The total receipts for maintaining the Public Parks during the year 1876, were:		
Received from City	\$120,000 00	
Balance, January 1, 1877	32,155 80	\$152,155 80
EXPENDITURES.		
The total expenditures for maintaining the Public Parks during the year 1876, were:		
Balance, January 1, 1876		\$28,638 10
Paid supplies, materials of construction and tools	\$23,712 30	
“ salaries engineers, surveyors and draughtsmen ...	5,082 80	
“ laborers, keepers, horses and carts	85,822 55	
“ office expenses and rent of office	1,614 08	
“ horse feed	3,561 08	
“ music	3,177 50	
“ stationery, drawing materials, &c.	547 39	\$123,517 70
Total		\$152,155 80

Maintenance Account for the Year 1876.

RECEIVED :

For the maintenance of all the City Parks for 1876..... \$120,000 00

EXPENDED :

For	PROSPECT.	WASHINGTON.	CARROLL.	CITY.	CITY HALL.	TOMPKINS.	ZINDEL.	CUMBERLAND.	TOTAL.
Roads.....	\$13,432 95								
Walks.....	3,000 82	\$359 38	\$210 15	\$159 28	\$294 64	\$281 89		\$15 47	
Structures.....	16,370 81	326 50	470 99	263 70		151 56	\$4 12		
Plantations.....	13,928 43	1,036 55	51 36	723 69	93 73	467 33		1 29	
Water.	7,554 83	44 85							
Drainage.....	427 97								
Ice.....	2,237 01								
Stock.....	1,173 59								
Keepers.....	34 696 25	3,220 53	1,177 33	2,175 68		1,405 78			
Music	3,177 50								
General	12,149 85	1,294 74	316 66	317 72	194 38	301 89	7 00		
Totals.....	\$108,150 01	\$6,282 55	\$2,225 99	\$3,640 07	\$582 75	\$2,608 45	\$11 12	\$16 76	\$123,517 70

MAINTENANCE OF PARKWAYS.

EXPENDITURES.		
Balance, January 1, 1876	\$3,467 30	
Paid laborers, horses and carts	4,862 03	
“ trees	422 00	
“ materials of construction, &c.	534 63	
“ engineers and superintendence.	579 70	
		\$9,865 68
RECEIPTS.		
Received from City of Brooklyn		8,000 00
Balance		\$1,865 68

WASHINGTON PARK.

The total Receipts and Expenditures during the year 1876, were :

RECEIPTS		
Balance to credit, January 1, 1876	\$2,817 65	
Received from City of Brooklyn	6,000 00	
		\$8,817 65
EXPENDITURES.		
Paid for iron gates	\$3,150 00	
“ granite steps and platforms.	5,436 50	
		8,586 50
Balance, January 1, 1877		\$231 15

TOMPKINS PARK.

EXPENDITURES.		
Paid surveyors and assistants.	\$49 86	
“ trees, shrubs and plants and flag-staff.	177 00	
“ laborers, horses and carts.	143 32	
		\$370 18
RECEIPTS.		
Balance to credit, January 1, 1876.		273 63
Total		\$96 55

PARADE GROUND.

RECEIPTS.		
Balance, January 1, 1876.	\$248 61	
Amount received from County Treasurer.	2,500 00	
		\$2,748 61
EXPENDITURES.		
Paid laborers, mechanics, horses and carts.	\$1,076 76	
“ keepers and superintendence.	1,761 67	
“ supplies, materials of construction and tools.	293 38	
		3,131 81
Balance January 1, 1877		\$383 20

Receipts and Expenditures during the Year 1877.

MAINTENANCE OF PARKS.

RECEIPTS.

The total receipts on account of maintaining the public parks during the year 1877, were:

Received from City	\$60,000 00	
“ for deficiency of 1872 and 1875	35,600 00	
Amount of accounts certified to Auditor	66,134 83	
Received for rent of building on Prospect Park	5,127 00	
“ carriage license	500 00	
“ milk sold	500 00	
“ boat license	1,000 00	
“ royalty on Carrousel	424 48	
“ “ camera-obscura	51 27	
“ old material sold	426 37	
“ water	88 10	
“ trees	7 00	
“ cattle	5 00	
“ Park pond	3 00	
“ revenue of 1876	3,271 11	
		\$173,438 16
Balance, January 1, 1878		636 40
		<u>\$174,074 56</u>

EXPENDITURES.

The total amount of expenditures on account of maintaining the public parks during the year 1877, were:

Balance, January 1, 1877		\$32,155 80
Paid salaries engineers, surveyors and draughtsmen ..	\$9,233 40	
“ laborers, keepers, mechanics, horses and carts ..	94,054 49	
“ supplies, materials of construction, tools, &c	29,939 57	
“ office expenses, rent of office and insurance	1,310 19	
“ stationery, drawing materials and printing	1,609 94	
“ patent pavement	339 05	
“ horse feed	1,030 15	
“ music	2,875 00	
“ trees, shrubs and plants	383 20	
		\$140,775 61
Paid City Treasurer		1,143 15
		<u>\$174,074 56</u>

WASHINGTON PARK.

RECEIPTS.		
Cash balance, January 1, 1877.	\$231 15	
Amount of accounts certified to Auditor ..	4,897 95	\$5,129 10
EXPENDITURES.		
Paid laborers, horses and carts	\$1,184 08	
“ granite steps and platforms, and freight on same ..	3,402 00	
“ salaries, engineering and superintendence	243 33	
“ patent pavement	299 69	\$5,129 10

MAINTENANCE OF EASTERN PARKWAY.

RECEIPTS.		
Amount of accounts certified to Auditor.		\$4,999 88
Balance January 1, 1878		879 43
		\$5,879 31
EXPENDITURES.		
Paid laborers, horses and carts	\$4,704 06	
“ engineering and superintendence	552 23	
“ supplies	326 02	
“ trees	297 00	\$5,879 31

MAINTENANCE OF OCEAN PARKWAY.

RECEIPTS		
Received from City	\$7,000 00	
Balance, January 1, 1878.	1,759 64	\$8,759 64
EXPENDITURES.		
Paid laborers, horses and carts	\$3,298 30	
“ engineering and superintendence	663 65	
“ supplies, printing, materials of construction, &c. .	2,366 97	
“ keepers	1,530 72	
“ tools	900 00	\$8,759 64

SKATING SHELTER.

RECEIPTS.		
Received from City.....		\$10,975 47
EXPENDITURES.		
Paid laborers and mechanics.....	\$2,786 22	
“ lumber, materials of construction, tools, &c.....	7,814 25	
“ engineering and superintendence.....	375 00	
		\$10,975 47

WILLINK ENTRANCE.

RECEIPTS.		
Received from City Treasurer.....	\$5,000 00	
Balance, January 1, 1878.....	920 55	
		\$5,920 55
EXPENDITURES.		
Paid laborers, horses and carts.....	\$1,225 50	
“ supplies, materials of construction and tools.	1,445 19	
“ engineering and superintendence.....	250 00	
“ drainage pipe.....	178 10	
“ pavement.....	2,821 76	
		\$5,920 55

PARADE GROUND.

RECEIPTS.		
Amount received from County Treasurer.....		\$2,500 00
EXPENDITURES.		
Balance January 1, 1877.....	\$383 20	
Paid laborers, mechanics, horses and carts.....	1,421 71	
“ keepers and superintendence.....	820 74	
“ supplies and materials of construction.....	337 10	
“ insurance	68 00	
		3,030 75
Balance January 1, 1878.....		\$530 75

MAINTENANCE OF CONCOURSE AT CONEY ISLAND.

RECEIPTS.		
Amount received from County Treasurer.....		\$2,000 00
EXPENDITURES.		
Paid keepers and superintendence.....	\$781 10	
“ laborers, mechanics, horses and carts.....	1,122 95	
“ sup, lies, materials of construction and tools.....	218 18	
“ trees.....	62 10	
		2,184 33
Balance January 1, 1878.....		\$184 33

MAINTENANCE OF PARKS.

The expense of maintaining the Public Parks for the Year 1877 was as follows :

For	PROSPECT.	WASHINGTON.	CARROLL.	CITY.	CITY HALL.	TOMPkins.	ZINDEL.	CUMBERLAND.	TOTAL.
Roads.....	\$12,902 32	\$462 90	\$169 42	\$18 54	\$328 28	\$122 64	\$17 80		
Walks.....	2,979 86	261 31	122 53	5 67		78 01			
Structures.....	25,187 46	1,239 00	213 06	59 87	30 41	446 77	1 25	\$5 25	
Plantations.....	17,577 73					37 87			
Water.....	7,530 80								
Drainage.....	1,895 20								
Ice.....	3,747 60								
Stock.....	11,783 31								
Keepers.....	29,760 64	2,992 69	1,178 61	2,427 58		1,308 87			
General.....	11,160 69	875 96	376 57	320 24	302 79	391 02			
Music.....	2,875 00								
Totals....	\$127 400 61	\$5,831 95	\$2,060 19	\$2,431 90	\$661 48	\$2,365 18	\$19 05	\$5 25	\$140,775 61

*Maintenance of Prospect, Washington, Carroll, City, City Hall
and Tompkins Parks, for the Year 1878.*

Unexpended balance of 1877	\$8 32	
Amount appropriated by Common Council of city for year 1878	100,000 00	
Appropriated by Common Council for deficiency of 1876	3,517 70	
Appropriation by resolution of Common Council of December, 1877	1,500 00	
From Park Revenue Fund	9,295 42	
		\$114,321 44
Items of expense certified to Auditor on account of Maintenance of the Public Parks of the city :		
For pay-rolls of laborers, mechanics, horses and carts	\$46,808 57	
“ keepers	27,528 29	
“ employes, Superintendent, Secretary, and clerks	7,183 25	
For bills of supplies, feed, lumber, &c	31,482 76	
“ stationery, drawing materials, printing, and books	1,010 39	
		\$114,013 26
Unexpended balance		308 18
		\$114,321 44

MAINTAINANCE OF EASTERN PARKWAY.

Amount appropriated by Common Council for the year 1878	\$1,000 00	
Unexpended balance of appropriation of 1877	17	
		\$4 000 17
Items of expense certified to Auditor for above object:		
For pay-roll of laborers, keepers, &c	\$3,371 85	
“ employes and superintendence	447 50	
Bills for trees	132 00	
“ supplies and materials	48 32	
		\$3,999 67
Unexpended balance		50
		\$4,000 17

MAINTENANCE OF OCEAN PARKWAY.

Amount appropriated by Common Council of the City for year 1878.....	\$10,000 00	
Transferred by Common Council from Park Revenue Fund.....	900 00	
		<u>\$10,900 00</u>
Items of expense certified to Auditor for above object :		
For pay-rolls of laborers, horses and carts.....	\$6,381 67	
For pay-rolls of employers and superintendence.....	894 86	
“ water.....	287 77	
“ trees.....	143 00	
“ horses.....	350 00	
“ wagons.....	500 00	
“ road scraper.....	80 00	
“ water carts.....	900 00	
“ supplies and materials.....	1,355 34	
		\$10,892 64
Unexpended balance.....		7 36
Total.....		<u>\$10,900 00</u>

WASHINGTON PARK, BUILDING BATTERY WALL.

Amount appropriated by the Common Council for Washington Park, for year 1878.....	\$7,000 00	
Unexpended balance of appropriation of 1877.....	2,102 05	\$9 102 05
Items of cost certified to Auditor for above object .		
For pay-rolls of employes, surveys and superintendence.....	\$429 67	
“ “ laborers.....	568 61	
“ bills for tree boxes.....	200 00	
“ “ bricks, cement, supplies.....	117 00	
“ Bodwell Granite Company, granite.....	5,095 90	
“ John H. O'Rourke, contract.....	2,690 00	
		\$9,101 18
Unexpended balance.....		87
Total.....		<u>\$9,102 05</u>

WASHINGTON PARK FLAGGING.

Amount appropriated by Common Council for flagging and regulating sidewalks of Washington Park		\$4,000 00
Items of cost certified to Auditor for above object:		
For pay-rolls of laborers, horses and carts	\$827 07	
“ superintendence, inspection and surveys	285 00	
“ supplies, bricks and cement	142 05	
“ drain pipe	8 10	
“ Peter Lynan, contract	2,734 26	
		\$3,996 78
Amount of appropriation unexpended		3 22
Total		\$4,000 00

ERECTION OF PICNIC SHELTER ON PROSPECT PARK.

Unexpended balance of appropriation of 1877, applicable to Picnic Shelter	\$7,024 53	
Appropriation of 1878.	2,892 01	
		\$9,916 54
Items of cost certified to Auditor for above object :		
For labor ..	\$1,720 78	
“ superintendence	495 27	
“ E. Snedeker, contract ..	5,550 00	
“ E. Snedeker. “	100 00	
“ patent pavements	1,083 78	
“ lumber	58 39	
“ drain pipe	339 44	
“ supplies	532 90	
“ hardware	27 99	
		\$9,908 55
Unexpended balance		7 99
Total		\$9,916 54

ERECTION OF SHELTER AND REPAIRS OF FENCE OF TOMPKINS PARK.

Amount appropriated by Common Council for year 1878.	\$3,000 00	\$3 000 00
Amounts certified to Auditor being in full of expenditure for said improvement:		
For superintendence and inspection.....	\$275 75	
" pay-roll of laborers and employes	229 89	
" Elbert Snedeker, contract for shelter.....	1,870 00	
" Miller & Williamson, contract for fence.....	499 00	
" patent pavement	68 53	
" supplies and material	55 26	
		\$2,998 43
Unexpended balance		1 57
Total		\$3,000 00

Amount appropriated by Common Council of the City for 1878, to pay amounts expended on the erection of Green House and Carrousel, soiling and planting north side of Ocean Hill, and additional appropriations for Skating and Picnic Shelter in Prospect Park		\$20,000 00
Amount certified to Auditor for cost of Green House:		
Pay-rolls of laborers and superintendence.....	\$2,611 00	
Bills for supplies and materials of construction.	5,696 41	
Amount certified to Auditor for cost of Carrousel:		
Pay-rolls of laborers and superintendence	3,968 07	
Bills for supplies and materials of construction.....	1,961 56	
Amount certified to Auditor for cost of Ocean Hill Improvement:		
Laborers, horses and carts.....	2,316 95	
Amount certified to Auditor for additional cost of Skating Shelter:		
Pay-rolls for laborers, horses and carts.	554 00	
Balance credited to account of additional appropriation for Picnic Shelter.....	2,892 01	
		\$20,000 00

PARK REVENUE.

RECEIPTS.

Amount received from rents.....	\$4,626 00	
“ royalty on Carrousel.....	363 27	
“ carriage license.....	500 00	
“ boat.....	500 00	
“ Ariel Rink.....	67 31	
“ milk.....	305 65	
“ sale of cattle.....	70 00	
“ “ sheep.....	120 67	
“ “ old material.....	233 14	
“ “ “ derrick.....	150 00	
“ “ “ castings.....	66 30	
“ “ tree boxes.....	12 00	
“ “ water.....	3,854 46	
“ “ goldfish.....	9 72	
“ use of steam roller.....	75 00	
“ care of runaway horses and broken carriages.....	58 00	
		\$11,011 52
1878.		
Feb. 2, amount paid City Treasurer.....	\$2,350 05	
Mch. 8, “ “.....	216 30	
April 11, “ “.....	50 00	
May 28, “ “.....	73 30	
July 2, “ “.....	178 50	
“ 13, “ “.....	114 50	
Sept. 12, “ “.....	1,367 84	
Dec. 12, “ “.....	6,085 73	
“ 31, “ “.....	575 30	
		\$11,011 52

CONCERT FUND.

Amount subscribed by the several railroad companies, and paid in the City Treasury.....	\$1,100 00	
Transferred by Common Council from Park Revenue Fund.....	816 00	
		\$1,916 00
Amount certified to Auditor for sixteen concerts given by Deverell's Thirteenth Regiment Band, Prospect Park.....	\$1,916 00	\$1,916 00

KINGS COUNTY PARADE GROUND.

Amount appropriated by Supervisors of Kings County for care and maintenance of Parade Ground.....		\$2,500 00
Amount expended during year 1878 for above object :		
Balance January 1, 1878.....	\$530 75	
For wages of keepers, laborers and mowers.....	2,031 14	
“ wages, salaries and superintendence.....	255 50	
“ supplies, lumber, tools, &c.	293 67	
		\$3,111 06
Balance January 1, 1879.....		611 06
		\$2,500 00

CONCOURSE AT CONEY ISLAND.

Amount appropriated by Board of Supervisors of Kings county for care and maintainance of Coney Island Concourse		\$2,500 00
Amount expended during the year 1878 for above object:		
Balance, January 1, 1878.....	\$184 33	
For laborers and keepers.....	894 41	
“ salaries and superintendence.....	94 00	
“ repairs to Scrimshaw pavement (damage by storms)	2,210 17	
“ lighting with gas	41 78	
		\$3,424 69
Balance, January 1, 1879.....		\$924 69

Maintenance of Parks for the Year 1878.—Expenditures.

For	PROSPECT.	WASHINGTON.	CARROLL.	CITY.	CITY HALL.	TOMPKINS.	TOTAL.
Roads.....	\$11,897 38						
Walks.....	2,796 23	\$387 02	\$112 19	\$1 43	\$24 42		
Structures.....	21,144 13	337 28	93 79	77 41	.....	\$134 55	
Plantations.....	14,739 76	3,654 86	186 29	79 85	.....	390 75	
Water	8,019 38	93 33	.....	.....	16 43		
Drainage	1,967 48						
Ice	1,422 87						
Stock	13,451 72						
Keepers	20,759 73	2,765 81	1 055 25	1,780 49	.....	1,167 01	
General	4,171 80	440 77	222 32	212 19	153 86	255 48	
Tota	\$100,370 48	\$7,679 07	\$1,669 84	\$2,151 37	\$194 71	\$1,947 79	\$114,013 26

Financial Statement for the Year 1879.

MAINTENANCE OF PUBLIC PARKS.

Unexpended balance of 1878	\$308 18	
Amount appropriated by the Common Council of the city, for the year 1879	75 000 00	
Amount derived from Park Revenue.....	9,211 96	
		\$84,520 14
Items of Expense certified to Auditor on account of Maintenance of Public Parks of the City :		
For pay-rolls of laborers, mechanics, horses and carts .	\$39,756 76	
“ pay-rolls of keepers	31,148 00	
“ bills of supplies, feed, lumber, &c.....	12,749 45	
“ bills of stationery, drawing materials, printing and books	858 79	
		\$84,513 00
Balance unexpended January 1, 1880.....		7 14
Total.....		\$84,520 14

MAINTENANCE OF EASTERN PARKWAY.

Amount appropriated by the Common Council for the year 1879.....		\$5,000 00
Items of expense certified to Auditor for above object:		
For pay-rolls of laborers, keepers, horses and carts....	\$4,974 00	
“ bills for supplies.....	20 00	
		\$4,994 00
Balance unexpended January 1, 1880.....		6 00
Total.....		\$5,000 00

MAINTENANCE OF OCEAN PARKWAY.

Amount appropriated by Common Council for the year 1879.....		\$10,000 00
Items of expense certified to Auditor for above object :		
For pay-rolls of laborers and teams.....	\$9,431 85	
“ trees.....	102 80	
“ lumber.....	68 30	
“ transportation.....	150 00	
“ hydr nts.....	124 90	
“ supplies and materials.....	119 05	
Balance unexpended January 1, 1880..		\$9,996 00
Total.....		4 00
		\$10,000 00

BEDFORD AVENUE REPAIRS AND CLEANING.

Amount appropriated by Common Council of the city for the year 1879.....		\$4,000 00
Items of expense certified to Auditor for above object :		
For pay-rolls of laborers, keepers, horses and carts ...	\$475 54	
“ repairs to tar pavement.....	3,514 36	
“ printing.....	9 00	
Unexpended balance, January 1, 1880.....		\$3,998 90
		1 10
		\$4,000 00

SALARIES—OFFICES OF PARKS.

Amount appropriated by Common Council of the city for the year 1879.....		\$8,500 00
Items of expense certified to Auditor for above object :		
For pay-rolls of officers and employés.....	\$8,479 25	
Unexpended balance, January 1, 1880.....	20 75	
		\$8,500 00

MUSIC—PROSPECT PARK.

Amount appropriated by Common Council of the City for the year 1879.....	\$1,500 00
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Items of expense certified to Auditor for above object :

For twelve concerts given by Conterno's Band on Prospect Park....	\$1,500 00
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REVENUE DERIVED FROM THE PUBLIC PARKS OF THE CITY OF BROOKLYN AND PAID INTO THE CITY TREASURY.

From rents.....	\$4,069 03
“ boats	1,000 00
“ carriage license... ..	375 00
“ water	3,257 95
“ sale of old material	85 15
“ sale of cattle.....	96 00
“ Camera-obscura.....	18 65
“ Carrousel	241 04
“ Ariel Rink.....	52 14
“ care of broken wagons	17 00
	<hr/>
	\$9,211 96

Maintenance of Public Parks.—Expenditures, 1879.

FOR	PROSPECT.	WASHINGTON.	CARROLL.	CITY.	CITY HALL.	TOMPKINS.	CUMBERLAND.	TOTAL.
Roads	\$7 969 55							
Walks	2 453 34	\$143 36	\$37 12	.....	\$119 04	\$5 00	\$6 62	
Structures	11 942 91	370 75	4 50	\$35 00	....	110 80		
Plantations ..	10 274 17	1 798 40	94 23	22 62	10 87	312 97	1 25	
Water	5 104 85	.....	1 50					
Drainage	711 30							
Ice	2 436 90							
Stock	6 087 97							
Keepers	24 504 91	2 577 93	867 90	2 119 36	...	1 077 90		
General	2 338 64	384 99	152 26	152 26	111 76	169 87		
Totals	\$73 824 54	\$5 275 63	\$1 157 51	\$2 329 24	\$241 67	\$1 676 54	\$7 87	\$84 513 00

Statement of Accounts certified to Auditor during the Year 1879.

DATE.	NAME.	WHAT FOR.	AMOUNT.
January	4 Pay-roll	Laborers and Keepers	\$6 174 95
	4 "	"	215 80
	4 "	"	239 89
	4 Richard Dudgeon	Repairs	24 05
February	20 Pay-roll	Employés and Clerks	707 75
	3 "	Laborers and Keepers.....	5,451 92
	3 "	"	155 09
	3 "	"	197 86
	7 A. Ammerman	Lumber	76 70
	20 Pay-roll	Employés and Clerks.....	683 00
	24 Ithamar DuBois	Keepers' supplies	67 34
	24 Peter B. Bracken	Supplies	20 00
	24 "	"	27 50
	24 "	Horseshoeing	36 50
	24 Paul C. Coffin	Hardware	34 65
	24 "	"	47 08
	24 Murtha & Boyle.....	Coal	13 50
	24 "	"	117 10
	24 "	"	114 75
	24 "	Supplies	14 20
	24 Peter B. Bracken	Vegetables	28 00
	24 Prof. W. Baker	Supplies	132 09
	24 Peter B. Bracken	Trees	26 75
	24 Dayton & Carter	Feed.....	114 00
	24 B. M. Watson.....	Coal	172 00
March	25 Quinn Bros.....	"	47 00
	3 William Bergen.....	Lamps, &c.....	22 25
	3 "	"	163 83
	3 Wm. Porter's Sons	"	1 20
	3 "	"	
	3 "	"	

3	"	"	"	14 70
3	"	"	"	2 95
3	"	"	"	13 85
3	Ebenezer Waters	"	Veterinary Surgeon	46 00
3	A. Knee	"	Harness	62 30
3	E. R. Shipman	"	Feed	95 70
4	Pay-roll	"	Laborers and Keepers	4,655 37
4	"	"	"	20 96
4	"	"	"	175 71
7	J. Y. Culyer	"	Incidental expenses	105 42
8	C. W. Keenan	"	Famts, &c	188 27
8	"	"	"	148 22
13	Peter B. Bracken	"	Horseshoeing	37 00
13	Scranton & Co.	"	Soap	36 00
18	A. V. Benoit	"	Drawing materials	21 85
18	Edw. L. Tripler	"	Rubber coat	5 50
19	Prospect Park and Coney Island Railroad Company	"	Tickets	20 00
20	Bodwell Granite Company	"	(Granite	57 00
20	Pay-roll	"	Employees and Clerks	633 00
2	"	"	Laborers and Keepers	5,157 17
2	"	"	"	179 74
2	"	"	"	384 38
2	"	"	"	70 09
2	John Francis	"	Chair	2 00
3	H. R. Worthington	"	Castings, &c	7 46
3	Wm. Porter's Sons	"	Lamp supplies	63 75
7	John Y. Culyer	"	Incidental expenses	45 19
11	William Bergman	"	Coal	115 75
11	"	"	"	96 75
11	Edw. R. Shipman	"	Feed	89 80
11	"	"	"	44 80
11	"	"	"	164 55
11	Henry Werner	"	Lumber	5 85
14	Beers & Resseque	"	"	86 00
14	Isaac Ammerman	"	"	36 25
14	A. W. Shadbolt & Son	"	Repairs to wagons	368 20
16	Scranton & Co.	"	Soap	18 75
17	Dayton & Carter	"	Hardware	48 68

Statement of Accounts certified to Auditor—Continued.

DATE.	NAME.	WHAT FOR.	AMOUNT.
April	17 Union Steam Printing Establishment.	Printing	\$25 00
17	"	Memorandum books	6 00
17	"	Printing	37 00
17	William Porter's Sons	Lamps, &c.	13 75
17	"	"	1 25
19	Hawkes & Harley	Plumbing	90 14
19	Richard Martin	Hose	77 50
19	"	Supplies	32 60
21	Pay-roll	Employés and Clerks	693 00
22	Buckley & Merritt	Hose	20 00
22	"	Supplies	2 50
3	Murtha & Boyle	Coal	42 50
3	Pay-roll	Laborers and Keepers	6,249 91
3	"	"	170 92
3	"	"	460 75
3	"	"	10 75
5	Paul C. Coffin	Hardware	77 50
5	"	"	18 06
8	John Y. Culver	Office expenses	39 05
15	Whitlock, Slover & Co.	Supplies	58 72
19	Peter B. Bracken	Horseshoeing	24 25
19	"	Supplies	15 70
19	"	Horseshoeing	35 00
21	Pay-roll	Employés and Clerks	693 00
26	Draddy Bros	Graute	200 00
28	Brooklyn Lime Kiln	Lime	2 00
2	L. Contorno	Music	140 00
2	Pay-roll	Laborers and Keepers	7,836 43
2	"	"	200 15
2	"	"	671 47
June			

July

2	4	66 79
4	C. W. Keen in	72 01
4	“	180 64
5	John Y. Culyer	50 17
7	Salamander Grate Bar Company ..	67 20
7	“	8 60
9	Vanderbilt Bros.	75 15
10	L. Conterno	140 00
11	Isaac Ammerman	100 16
12	Thomas McCann	2,493 36
13	Henry Werner	12 20
13	“	78 83
13	“	3 00
16	L. Conterno	140 00
21	Pay-roll	693 00
30	L. Conterno	140 00
30	“	140 00
30	John White	34 00
3	W. H. Ripley	200 00
3	Wm. B. Dayton & Son	26 84
3	Pay-roll	7,538 90
3	“	303 67
3	“	831 06
3	“	75 95
5	A. J. Ditmas	83 25
5	E. R. Shipman	241 80
5	“	57 45
5	Wm. Bergen	82 50
5	“	79 25
7	Union Steam Printing Establishment ..	44 00
7	“	23 00
7	John Y. Culyer	10 72
7	L. Conterno	140 00
7	“	132 00
8	Be rs & Resseque	214 35
8	Alanson Carer	8 25
8	A. V. B noit	94 50
8	Charles E. Teal & Co	5 25
	Paints, &c.	
	“	
	Incidental expenses	
	Grate bars	
	“	
	Agricultural implements	
	Music	
	Lumber	
	Far pavement	
	Lumber	
	“	
	“	
	Music	
	Employes and Clerks	
	Music	
	“	
	Shrubs and plants	
	Horses	
	Supplies	
	Laborers and Keepers	
	“	
	“	
	“	
	Trees	
	Feed	
	“	
	Coal	
	“	
	“	
	Printing	
	“	
	Plants	
	Music	
	“	
	Lumber	
	Supplies	
	Drawing materials	
	Keepers' supplies	

Statement of Accounts certified to Auditor—Continued.

DATE.	NAME.	WHAT FOR.	AMOUNT.
July	Josiah Partridge & Co.	Chairs	\$33 00
"	"	"	67 50
"	Whitlock, Slover & Co.	Supplies	18 83
"	"	"	57 45
"	"	Ensigns, &c.	173 30
"	"	Supplies	47 11
"	"	"	21 10
"	"	"	3 60
"	"	"	71 91
"	"	"	1 65
"	"	"	3 06
"	J. H. Brainerd	Keepers' supplies	24 00
"	"	"	21 00
"	Vanderbilt Bros.	Agricultural implements	110 25
"	"	"	486 25
"	Bulch, Price & Co.	Keepers' supplies	73 50
"	Beers & Resseguie	Lumber	74 45
"	Bulch, Price & Co.	Keepers' supplies	37 50
"	Murtha & Boyle	Coal	60 35
"	Prospect Park and Coney Island Railroad Company	Tickets	65 00
"	P. B. Bracken	Horseshoeing	28 00
"	"	Supplies	67 14
"	C. W. Keenan	"	142 36
"	"	"	287 84
"	Paul C. Coffin	Chickens	26 50
"	"	Hardware	126 85
"	"	"	116 88
"	Scranton & Co.	Soap	72 75
"	J. Y. Culyer	Incidental expenses	45 75
"	Watson & Pittenger	Lumber	129 93

16	Quinn Bros.	Oats	105 60
16	L. Conterno	Music	140 00
16	Hawkes & Harley	Plumbing	130 48
16	King & Murray	Frees	77 80
16	"	"	25 00
16	Union Chemical Works	Felt	12 00
18	Wm. Porter's Sons	Lamp supplies	2 10
18	James & Kirtland	Vases	221 00
18	Ludlow Valve Manufacturing Company	Valves	119 00
19	Henry Werner	Mouldings, &c.	111 75
22	Pay-roll	Employees and Clerks	693 00
23	A. H. Hews & Co	Flower pots	124 25
23	L. Conterno	Music	140 00
23	R. M. Whiting & Co	Stationery	22 41
26	C. A. Keenan	Supplies	169 18
29	L. Branders & Son	Lead pipe	22 28
2	Josiah Partridge & Co	Se'tees, &c.	65 50
2	Pay-roll	Laborers and Keepers	7,785 87
2	"	"	293 54
2	"	"	895 71
2	"	"	30 80
4	Baekley & Merritt	Hose	49 00
5	John Y. Culyer	Incidental expenses	51 69
6	Whitlock, Slover & Co	Canvas	11 00
6	"	Marling	7 83
6	"	Cotton rope	1 00
6	L. Conterno	Music	70 00
6	"	"	140 00
6	Harrison & Brother	Beef, &c	39 12
11	F. D. Potter	Harness	36 27
18	L. Conterno	Music	102 00
18	"	"	38 00
21	Pay-roll	Employees and Clerks	693 00
29	Healey Iron Works	Free boxes	125 00
2	Pay-roll	Laborers and Keepers	6,534 00
2	"	"	215 11
2	"	"	508 73
2	"	"	10 60

August

September

Statement of Accounts certified to Auditor—Continued.

DATE.	NAME.	WHAT FOR.	AMOUNT.
September	8 John Y. Culyer	Incidental expenses	\$ 41 55
9	Isaac Ammerman	Lumber	86 65
12	Henry Werner	Posts	36 50
12	"	Lumber	31 80
17	Prospect Park and Coney Island Railroad Company	Tickets	85 00
18	Boston Machine Company	Hydrants	99 00
18	"	"	25 00
22	Quinn Brothers	Oats	110 00
22	Felix Campbell	Pipe	1 05
22	"	"	53
22	"	Washer keys	1 50
22	"	Pie	20 07
22	"	"	15 17
22	Pay-roll	Employ-s and Cl rks	693 00
24	John H. O'Rourke	Repairs to building	420 00
26	Hosford & Sons	Stationery	17 57
26	"	"	9 03
26	"	"	59 70
26	"	"	117 10
26	"	"	66 53
26	"	"	38 45
26	"	"	149 14
26	David W. Wilson & Bro.	Brooms, &c	8 25
26	"	Pails and dippers	33 75
26	Josiah Partridge & Co.	Tools, &c	20 80
26	A. D. Matthews & Sons	Towels, &c	25 35
26	"	Thread, &c	21 75
1	Wm. Bergen	Coal	137 50
1	"	"	15 00
1	"	"	123 75
October			

1	Pay-roll.....	71 25
2	Pay-roll.....	3,150 28
2	Pay-roll.....	1,501 31
2	Pay-roll.....	2,500 08
2	Pay-roll.....	17 00
4	Phelps, Dodge & Co.....	22 50
4	Phelps, Dodge & Co.....	4 12
4	Phelps, Dodge & Co.....	2 63
4	Phelps, Dodge & Co.....	25 75
4	Phelps, Dodge & Co.....	56 14
7	Watson & Pittinger.....	28 00
9	Peter B. Bracken.....	32 67
9	Peter B. Bracken.....	41 25
9	Peter B. Bracken.....	22 30
9	Peter B. Bracken.....	37 45
9	Peter B. Bracken.....	36 75
9	Peter B. Bracken.....	350 00
9	Peter B. Bracken.....	21 49
10	David Moffat & Co.....	18 07
10	David Moffat & Co.....	44 00
15	J. Turnbull.....	40 81
15	John Y. Culver.....	187 50
17	John E. Curtin.....	9 00
17	Patent Water and Gas Pipe Company.....	6 60
17	Patent Water and Gas Pipe Company.....	31 82
17	Patent Water and Gas Pipe Company.....	110 00
18	J. H. Brainerd.....	21 60
20	Pay-roll.....	742 50
20	Brooklyn Gaslight Company.....	10 40
20	L. Brandeis & Son.....	4 44
23	Home Insurance Company.....	157 20
25	Thomas McCann.....	1,021 00
27	Wm. Porter's Sons.....	75
27	Wm. Porter's Sons.....	3 00
27	Wm. Porter's Sons.....	1 00
27	Wm. Porter's Sons.....	24 00
27	Wm. Porter's Sons.....	5 50
28	David Wilson & Bro.....	8 25

Statement of Accounts certified to Auditor—Concluded.

DATE.	NAME.	WHAT FOR.	AMOUNT.
October	28 Vanderbilt Bros.	Agricultural implements.	\$55 70
28	"	"	116 00
29	The North American Iron Works.	Repairing fountain	45 00
November	1 Beers & Resseque	Lumber	93 99
1	"	"	93 87
3	Jas. T. Cochrane	Horse salve.	3 00
5	Pay-roll	Laborers and Keepers.	4,599 18
5	"	"	1,139 47
5	"	"	1,301 20
5	"	"	48 60
5	Herbert Reynolds	Trees	24 00
7	Felix Campbell.	Pipe	6 05
7	"	"	4 27
7	"	"	10 75
12	William Evans.	Printing	9 00
12	John Y. Culyer	Incidental expenses.	51 98
17	Union Steam Printing Establishment.	Printing	69 75
20	Buckley & Merritt	Hose	29 00
20	L. G. Wilkins.	Oil	37 50
22	Pay-roll	Employees and Clerks	742 50
29	John H. O'Rourke	Painting	325 00
2	Pay-roll	Laborers and Keepers.	3,965 20
2	"	"	398 24
2	"	"	1,239 01
2	"	"	100 05
4	A. V. Benoit	Surveyors' instruments	14 25
4	Hosford & Sons	Stationery	35 76
4	"	"	5 00
4	P. C. Coffin	Hardware	137 93
4	Phelps, Dodge & Co	Tin	6 00

4 Edward R. Shipman	Feed, &c	17 55
4 " "	"	130 70
4 " "	"	55 70
4 P. C. Coffin	Hardware	60 92
4 " "	"	78 56
4 A. V. Benoit	Drawing materials	8 75
4 John H. O'Rourke	Labor and materials	28 00
5 M. Bennett	Hogshead	3 00
5 C. W. Keenan	Paints, &c	40 90
5 J. M. Hopper	Use of Camp chairs	9 00
5 Harris & Stillwell	Carriage service	14 00
5 D. C. Thomson	Plants, &c	7 60
6 Whitlock, Glover & Co.	Canvas	5 76
6 " "	"	21 00
8 John Y. Colyer	Incidental expenses	39 28
8 E. P. Baright	Paint	12 00
10 James Armstrong	Plumbing	1 50
11 Scranton & Co.	Soap	18 75
11 Henry R. Worthington	Repairs to machinery	162 26
11 " "	Cotton waste	2 75
16 Geo. H. Smith & Co	Disinfectants	6 00
19 Quinn Bros	Oats	95 00
19 D. S. Neefus	Horseshoeing	6 00
19 Barrett Nephews & Co.	Dyeing	21 60
19 Beers & Resseque	Lumber	17 59
19 " "	"	7 25
19 Murtha & Boyle	Coal	18 70
19 A. Knee	Harness, &c	125 75
19 A. W. Shadbolt & Son	Wagon supplies	106 25
19 Quinn Bros	Oats	120 00
26 Buckley & Merritt	Rubber hose	20 00
29 M. Keenan	" goods	43 75
29 Peter B. Bracken	Horseshoeing	10 50
29 Scranton & Co	Soap	12 50
29 Peter B. Bracken	Horseshoeing	30 50
29 " "	"	40 25
29 Beers & Resseque	Lumber	26 00

The following tabular statement contains various statistics pertaining to the parks and other works under the control of the Park Commissioners, or refer to works brought to completion under their direction :

Area of Prospect Park proper, exclusive of the east side lands ..	505 ⁸ / ₁₀	acres.
Area of Parade Ground	39 ⁸² / ₁₀₀	"
Area of the east side lands, exclusive of reservoir and grounds ..	130 ¹⁰⁰ / ₁₀₀	"
Area of reservoir and grounds	13 ⁹⁷ / ₁₀₀	"
Area of meadows finished	24 ⁷ / ₁₀₀	"
Area of woodlands	61 ¹⁰ / ₁₀₀	"
Area of water surface	61 ³ / ₁₀₀	"
Area of concourses, drives, bridle roads and walks	75 ¹⁰ / ₁₀₀	"
Area of surfaces unfinished	66 ⁵¹ / ₁₀₀	"
Length of drives finished	5 ⁷² / ₁₀₀	miles.
Length of bridle roads finished	3 ⁹ / ₁₀₀	"
Length of walks finished	10 ⁹⁷ / ₁₀₀	"
Length of drainage pipe laid	18 ¹⁶ / ₁₀₀	"
Length of tile pipe laid	11 ⁷³ / ₁₀₀	"
Length of water pipe laid	7 ⁸⁵ / ₁₀₀	"
Masonry built	22,894	cubic yards.
Bituminous concrete laid	940,738	square feet.
Material moved	3,281,082	cubic yards.
Washington Park area	301 ¹⁰⁰ / ₁₀₀	acres.
Length of walks	1 ⁶² / ₁₀₀	miles.
City Park area	7 ¹ / ₁₀₀	"
Length of walks	5 ⁶³ / ₁₀₀	"
Carroll Park area	1 ³⁰ / ₁₀₀	"
Length of walks	13 ¹⁰⁰ / ₁₀₀	"
Tompkins Park area	7 ⁷⁵ / ₁₀₀	"
Length of walks	1 ¹⁰⁰ / ₁₀₀	"
City Hall Park area	1 ⁵⁰ / ₁₀₀	"
Zindel Park area	8 ⁸ / ₁₀₀	"

STATEMENT showing amounts of material on various works exterior to the Parks, by the Brooklyn Park Commissioners.

NAME OR DESIGNATION OF WORK.	CUBIC YARDS.
East-side lands	226,134
Eastern Parkway	786,897
Washington avenue	73,150
Underhill avenue	50,000
Park place	9,000
Butler street	23,000
Douglass street	217,184
Degraw street	91,920
Ocean avenue	35,350
Franklin avenue	11,675
Coney Island avenue	3,250
Fifteenth street	13,510
Ocean Parkway	971,200
Concourse, Coney Island	66,200

*Description of Parkways, Avenues, Streets and Roads, graded, paved and otherwise improved by the
Brooklyn Park Commissioners.*

NAME OR DESIGNATION.	LOCATION.	CHARACTER OF IMPROVEMENT.	WIDTH IN FEET.	LENGTH IN FEET.	REMARKS.
Eastern Parkway.....	Through east-side lands.	Macadam stone, Belgian block and cobble	150	1,840	These works were accom- plished at different peri- ods of time—from 1866 to 1879.
Eastern Parkway.....	From Washington avenue to City line.....	Macadam stone, Belgian block and cobble	210	11,311 ⁸ ₁₀	
Washington avenue....	From Atlantic avenue to City line.....	Cobble-stones	80	5,052 ³³ ₁₀₀	
Washington avenue....	From City line to East New York avenue, in the town of Flatbush...	Cobble-stones .....	...	2,048 ⁸⁸ ₁₀₀	
Underhill avenue.....	Warren street to Eastern Parkway.....	Cobble-stones	80	1,467 ⁵⁰ ₁₀₀	
Park place.....	Vanderbilt to Washington avenue	Cobble-stones	80	1,538 ⁷⁰ ₁₀₀	
Butler street.....	Vanderbilt to Washington avenue	Cobble-stones	80	1,684 ⁷⁰ ₁₀₀	
Douglass street.....	New York av. to City line	Belgian pavement.....	100	7,945 ¹⁰⁰	
Degraw street.....	New York av. to City line	Cobble	35	7,510	
Ocean avenue	Franklin avenue to Flat- bush avenue	Gravel roadway	100	3,013 ⁸¹ ₁₀₀	
Franklin avenue	Flatbush avenue to Coney Island avenue	Gravel Roadway	100	3,546	
Coney Island avenue....	Franklin av. to City line	Gravel roadway	100	1,722 ¹⁴ ₁₀₀	
Fifteenth street.	City line to Sixteenth st..	Gravel roadway.....	109	244 ⁶⁵ ₁₀₀	
Ocean Parkway	From Prospect Park to Coney Island	Gravel roadway.....	210	28,743 ⁵ ₁₀	
Concourse	Coney Island	Bituminous concrete.....	100	2,761	
Water-pipe laid on Ocean Parkway and Coney Island Con- course	From Prospect Park to Coney Island	6-inch and 4-inch cast-iron pipe .....	.....	31,493	

Statistics of Keeper Force.

Captain.....	1
Sergeants.....	3
Keeper—average number from 1874 to 1879, inclusive....	43
Appointed—from 1874 to 1879, inclusive.....	16
Resignations—from 1874 to 1879, inclusive.....	5
Discharges for discipline—from 1874 to 1879, inclusive...	11
Suspensions for discipline—from 1874 to 1879, inclusive..	89

1874—Daily average, 42.	Per centage, 95.
1875— “ “ 37.	“ 86 $\frac{3}{4}$.
1876— “ “ 38.	“ 92 $\frac{3}{4}$.
1877— “ “ 35.	“ 86.
1878— “ “ 32.	“ 76.
1879— “ “ 31.	“ 77 $\frac{1}{2}$.

Arrests.

For fast driving, disorderly conduct, interfering with officers, &c.—from 1874 to 1879, inclusive.....	421
Ejected from the Parks for minor transgressions of the ordi- nances—from 1874 to 1879, inclusive.....	37
Sheltered for the night—from 1874 to 1879, inclusive.....	143
Lost children—cared for and returned to their parents, from 1874 to 1879, inclusive.....	86
Accidents—carriages, sleighs, &c., from 1874 to 1879, in- clusive.....	551
Drowning— from 1874 to 1879, inclusive.....	2
Suicides—from 1874 to 1879, inclusive.....	7

Return of Visitors for 1874.

MONTHS.	CARRIAGES.	ESQUES- TRIANS.	PEDES- TRIANS.	SLEIGHS.	TOTAL.
January	236,271	3,147	87,179	83,217	409,814
February.....	124,392	3,343	89,946	121,581	339,262
March	238,203	3,375	69,470	.....	311,048
April	296,640	3,897	68,796	.....	369,333
May	364,182	4,827	177,428	.....	546,437
June	304,236	4,039	165,101	.....	473,376
July.	368,394	3,390	183,080	.....	554,864
August	369,681	4,086	199,520	.....	573,287
September	331,200	4,225	162,941	.....	498,366
October	395,463	4,923	143,993	.....	544,379
November	325,971	4,666	81,747	.....	412,384
December	171,693	2,584	29,004	34,494	237,775
Totals	3,526,326	46,502	1,458,205	239,292	5,270,325

Return of Visitors for 1875.

MONTHS	CARRIAGES.	EQUES- TRIANS.	PEDES- TRIANS.	SLEIGHS.	TOTAL.
January.....	64,167	1,071	134,293	227,748	427,279
February.....	62,556	738	81,936	32,157	177,387
March	91,092	1,436	25,051	65,211	185,790
April	213,906	3,159	44,691	.....	261,756
May.....	369,114	5,496	171,236	.....	545,846
June.....	423,207	5,625	226,352	.....	655,184
July	427,416	4,145	251,083	.....	682,644
August.....	398,016	3,878	221,432	.....	623,326
September.....	406,251	3,949	168,495	.....	578,695
October.....	393,474	4,805	162,646	.....	560,925
November.....	258,243	3,255	61,143	.....	322,641
December.....	198,843	2,463	31,614	.....	232,920
Totals.....	3,309,285	40,020	1,579,972	325,116	5,254,393.

Return of Visitors for 1876.

MONTHS.	CARRIAGES.	EQUES- TRIANS.	PEDES- TRIANS.	SLEIGHS.	TOTAL.
January	227,418	2,436	40,869	..	270,723
February.....	155,106	1,853	33,529	53,598	244,086
March.....	120,870	1,944	19,034	486	142,334
April.....	197,868	3,193	40,273	.....	241,334
May.....	308,814	5,246	136,553	.....	450,613
June.....	312,576	4,693	130,341	.....	447,610
July.....	306,555	2,348	137,323	.....	446,226
August.....	298,563	2,690	147,544	.....	448,797
September.....	228,270	2,159	86,398	.....	316,827
October.....	294,093	3,216	99,656	.....	396,965
November.....	200,682	2,526	37,078	.....	240,286
December.....	102,207	1,330	84,549	123,756	311,842
Totals.....	2,753,022	33,634	993,147	177,840	3,957,643

Return of Visitors for 1877.

MONTHS.	CARRIAGES.	EQUIS- TRIANS.	PEDES- TRIANS.	SLEIGHS.	TOTAL.
January	41,519	343	76,020	179,085	296,967
February.....	133,185	1,084	48,902	.....	183,171
March.....	159,348	1,404	27,277	108	188,137
April.....	242,307	2,414	67,924	.....	282,645
May.....	336,028	3,601	158,931	.....	498,560
June.....	390,039	2,969	188,139	.....	581,145
July.....	325,589	2,176	230,208	.....	557,973
August.....	297,009	1,743	163,934	.....	462,686
September.....	318,581	2,394	140,744	.....	461,719
October.....	272,247	2,546	86,959	.....	361,752
November.....	187,803	2,076	36,742	.....	226,621
December.....	194,230	2,508	34,804	.....	231,542
Totals.....	2,867,885	25,258	1,260,582	179,193	4,332,918

Return of Visitors for 1878.

MONTHS.	CARRIAGES.	EQUESTRIANS.	PEDESTRIANS.	SLEIGHS.	TOTAL.
January	164,625	1,818	33,890	12	200,345
February	104,100	1,238	22,342	24,110	151,790
March	178,572	2,492	43,137		221,201
April	234,120	3,049	77,030		314,229
May	282,924	3,199	111,499		397,622
June	276,678	3,271	149,033		428,982
July	331,182	2,917	228,116		562,215
August	292,458	3,055	131,496		427,009
September	281,700	2,864	123,739		408,303
October	291,210	3,587	96,809		391,606
November	221,588	3,342	45,703		270,633
December	128,067	1,271	66,694		196,932
Totals.....	2,787,224	33,003	1,129,518	24,122	3,973,867

Return of Visitors for 1879.

MONTHS.	CARRIAGES.	EQUESTRIANS.	PEDESTRIANS.	SLEIGHS.	TOTAL.
January	55,070	769	112,720	37,822	206,381
February	62,598	968	68,142	14,623	146,331
March	178,635	2,358	50,805		231,798
April	241,647	2,849	62,313		306,809
May	327,180	5,349	156,945		489,474
June	314,516	4,279	149,999		468,794
July	396,327	4,068	226,763		627,158
August	274,422	2,925	156,688		434,035
September	262,071	3,693	97,153		362,917
October	274,167	4,046	91,969		370,182
November	228,886	3,295	56,509		288,690
December	129,293	1,893	23,966	2,550	157,702
Totals.....	2,744,812	36,492	1,253,972	54,995	4,090,271

Picnics—From 1874 to 1879, inclusive.....	1,854
Base ball games—From 1874 to 1879, inclusive	9,776
Polo—1879	18
Parades—Divisions, Brigades, Regiments, &c., from 1874 to 1879, inclusive.....	48
Concerts—From 1874 to 1879, inclusive	103
Skating—From 1874 to 1879, inclusive.....	206
Impounded animals—From 1874 to 1879, inclusive	81

*STATEMENT showing the Donations of Animals, Fowls, &c.,
from the several named parties during the years noted.*

YEAR.	NUMBER AND DESCRIPTION.	NAME OF DONOR.	ADDRESS.
1874.	2 deer	A. Forman.....	116 Pierrepont street.
	1 deer	L. C. Benedict.....	Remsen street.
	1 Egyptian gander.	Capt. Wacilear	72 Rosh street.
	1 deer	Mr. Tunnison	Flatbush.
	1 deer	Henry Hentz	711 St. Mark's avenue.
	1 deer	D. A. de Luvia	171 Henry street.
	2 Angora rabbits...	Dr. Minton.....	184 Remsen street.
	2 brook trout	Mr. Smith	371 Baltic street.
	1 a t upe	C. H. Bridges.....	Kansas
	1 bull alf.....	C. P. Smith.....	73 Pierrepont street.
1875.	1 Muscovy duck...	Miss J. S. Kane.....	179 Luqueer street.
	1 Calcutta lamb....	J. W. Munson	127 High street.
	2 peafowls	Dr. J. Smith	Sag Harbor.
	1 deer.....	W. H. Wiggans.	106 Gates avenue.
	1 alligator.....	Dr. Hutchinson.....	479 Clinton avenue.
	2 foxes	F. Shepley	Massachusetts.
	1 deer	Miss E. S. Wood.....	St. Mark's avenue.
1876.	1 monkey	E. Hatch	New Jersey.
	2 Angora rabbits ..	Miss Meade	26 First place.
	1 deer.....	Gilbert Potter	6 Bedford avenue.
1877.	2 alligators	Mr. Bergen	Flatbush.
	1 peacock	Miss A. A. Archer ..	Connecticut.
	1 fox squirrel.....	J. A. Prentice	29 Lafayette avenue.
1878.	1 quail.....	H. E. Pitkin	528 Bergen street.
	1 deer	J. S. T. Stranahan ..	Clinton and Union streets.
	1 Muscovy duck....	Joseph Short	106 North Oxford street.
	1 deer.....	H. B. Riggs	146 St. James' place.
	5 geese	Mother Baptista.....	Brooklyn.
1879.	1 deer.....	C. B. Murphy.....	52 Duffield street.
	1 deer	H. C. Hill	189 Park avenue.
	1 goat	George Sanford	Gravesend
	200 carp	E. G. Blatchford ...	U. S. Fish Commission.

The following is an Exhibit of the Names of Regular and Temporary Employés of the Park Commissioners; showing also their Residence, Rate of Pay, the Number of Days and Hours employed during the Year, and their Period of Service under the Park Commissioners.

NAME.	RESIDENCE.	WARD.	Employment during Year.	RATE OF PAY.	Length of Service.
Jno. Y. Culver	Douglass near Underhill	9	12 months.	\$300 per month	13 years.
Francis G. Quevedo	Ninth street, near Fourth avenue	22	"	225 "	" 3 "
J. A. Anderson	458 State street	3	"	60 "	" 10 "
Wm. H. Spear	265 Sixth avenue	22	"	157½ "	" 12 "
Jno. Maguire	Near Degraw and Underhill	9	"	3½ per day	" 13 "
H. T. Davis	185 Park place	9	"	10 cents per hour	" 13 "
P. Conway	Fifteen 4th street and Eleventh avenue	22	358 days.	\$17 per week	" 13 "
Wm. Edwards	17 Webster place	22	363 "	17 "	" 12 "
Daniel Farrell	Vanderbilt avenue	9	44 "	17 "	" 7 "
Patrick Hynes	263 Eighteenth street	8	249 "	15 "	" 7 "
Henry Gerrodett	237 Fourteenth street	22	214 "	15 "	" 6 "
Thos. McGrath	295 Seventeenth street	8	264 "	15 "	" 7 "
Abraham Denike	422 Seventeenth street	8	259 "	15 "	" 6 "
J. H. Lozier	664 Douglass st. eet.	9	260 "	15 "	" 7 "
Michael Donnelly	Myrtle avenue and Canton place	5	245 "	15 "	" 11 "
Michael Smith	554 Grand avenue	9	302 "	15 "	" 5 "
P. G. Lunny	537 Thirteenth street	22	80 "	15 "	" 5 "
Daniel Hynes	6 Hudson avenue	5	278 "	15 "	" 10 "
Jas. Rowan	510 Berg-n street	9	267 "	15 "	" 8 "
Benjamin Powell	8 Tenth avenue	22	267 "	15 "	" 12 "
George Walker	Kent avenue	20	32 "	15 "	" 4 "
Michael McLaughlin	Bergen street	24	258 "	15 "	" 12 "
John O'Reilly	553 Vande bilt avenue	9	271 "	15 "	" 12 "
Patrick Irwin	50 Vanderbilt avenue	9	264 "	15 "	" 7 "
S. M. Franken	Fifteenth street and Eleventh avenue, ..	22	320 "	15 "	" 6 "
Patrick McTavey	Flatbush	22	276 "	15 "	" 11 "
Herman Schmidt	Flatbush	22	345 "	15 "	" 11 "

Names, Residences, Rates of Pay, &c., of Employés of the Park Commissioners—Continued.

NAME.	RESIDENCE.	WARD.	Employment during Year.	RATE OF PAY.	Length of Service.
Edward Ke ny.	999 Atlantic avenue.	9	272 days.	\$15 per week.	8 years.
William Wilson	225 Sixteenth street.	22	296 "	15 "	8 "
Richard Stillwell.	Flatbush.	...	274 "	15 "	10 "
Chas. Rogers	336 De Kalb avenue	7	271 "	15 "	11 "
Edward Keran	600 Vanderbilt avenue	9	277 "	15 "	9 "
Laurence Hayes.	676 Sixth avenue	8	280 "	15 "	12 "
John Goodwin	383 Thirtieth street	22	252 "	15 "	10 "
David Maxwell.	Fifteenth street and Eleventh avenue.	22	287 "	15 "	10 "
Patriek Byrne.	504 Sixth avenue	22	277 "	15 "	8 "
Patrick Byrne.	123 Eagle street.	17	276 "	15 "	8 "
R. J. Molloy.	454 Deatur street.	25	250 "	15 "	8 "
Hugh Kelly	90 North Sixth street	14	266 "	15 "	11 "
George Kerswell.	Flatbush	...	257 "	15 "	10 "
David Bothwell	52 Butler street.	10	265 "	15 "	7 "
John D. Lloyd.	222 Clermont avenue	20	261 "	15 "	4 "
Gorman O'Neill	Fifteenth street and Eleventh avenue	22	265 "	15 "	7 "
Robert Mitchell	319 Seventeenth street	8	230 "	15 "	12 "
Cornelius Murphy.	591 Sixth avenue	22	257 "	15 "	7 "
August Ukert.	Flatbush.	...	241 "	15 "	10 "
Samuel Meyers.	537 Gates avenue	23	264 "	15 "	4 "
P. McGladin.	716 Deane street.	9	249 "	15 "	4 "
August Colery.	696 Beigen street.	9	365 "	15 "	12 "
James Cassidy.	245 Sixteenth street.	22	365 "	20 cents per hour, \$15 per week.	7 "
John Brasch	463 Prospect avenue.	22	365 "	\$17 per week.	11 "
Ellen Condon	Pacific street	9	3,550 hours.	10 cents per hour.	1 year.
Catherine Smith.	Pacific street.	9	310 "	10 "	1 "
Lizzie Pallm.	530 Fifteenth street.	22	870 "	10 "	1 "
James McCann	436 Degraw street	10	277 days.	\$15 per week.	10 years.
Win. Ring	357 Prospect avenue	22	275 "	15 "	8 "
John B. Holl nd.	Fort Hamilton	...	2 280 hours.	20 cents per hour.	4 "

John A. Ward.....	608 Sixteenth street	22	3,650	“	16 cents per hour, \$15 per week.	4
Wm. Irvine.....	508 Fifth avenue	22	202	days.	\$15 per week.	8
Edward Worrall.....	148 Sackett street	6	147	“	15	4
Michael McLoughlin.....	241 ¹ Tenth street	22	3,721	hours.	25 cents per hour.	12
James Faye.....	819 Deane street.	9	3,690	“	“	12
Ann Hosey.....	Clove road	9	1,530	“	“	4
Mary McGannigan.....	Sixteenth street and Eleventh avenue.	22	2,550	“	“	3
John Hamilton.....	98 Hall street	7	3,203	“	“	11
Anton Gerster.....	Fifth avenue and Thirteenth street	22	2,285	“	“	11
David Thompson.....	43 St. John's place	22	3,370	“	22 ¹ / ₂	5
Samuel A. Dunn.....	Parkville	.....	3,650	“	“	12
Robert Ayres.....	Fifteenth street and Eleventh avenue	22	3,650	“	“	11
W. C. Whittlesey.....	East New York	.....	3,130	“	17 ¹ / ₂	12
David W. Thompson.....	Bergen street near Underhill avenue.	9	3,650	“	17 ¹ / ₂	12
Paul Bassenger.....	(twenty-seventh street and Fifth avenue.	8	2 0 0	“	12 ¹ / ₂	2
Frederick Alber.....	iteenth street and Eleventh avenue	22	2,492	“	12 ¹ / ₂	4
Thomas Lowry.....	696 Bergen street	9	2,067	“	12 ¹ / ₂	9
Patrick Gannon.....	Sixteenth street and Eleventh avenue.	22	2,476	“	12 ¹ / ₂	3
William Ballard.....	Fifth avenue near Fifteenth street	22	2,556	“	and 15 cents per hour.	3
Michael Kenniffe.....	Underhill and Bergen.	9	3,616	“	12 ¹ / ₂ cents per hour.	12
John Smith.....	210 Evergreen avenue.	18	2,401	“	12 ¹ / ₂	7
John Kilden.....	Underhill avenue.	9	3,111	“	“	“
Thomas Lenahan.....	Bergen street.	9	513	“	and 15 cents per hour	5
Thomas Brady.....	337 Nevins	10	2,603	“	12 ¹ / ₂ cents per hour.	12
Willett Hicks.....	350 Seventeenth street.	8	2,218	“	12 ¹ / ₂ and 15 cents per hour.	12
John Grace.....	670 Bergen street.	9	2,207	“	12 ¹ / ₂ cents per hour.	11
James Biggett.....	209 Park avenue.	9	2,851	“	and 15 cents per hour	3
John Gill.....	680 Douglass street	9	2,742	“	12 ¹ / ₂ cents per hour.	3
Wm. Hyland.....	506 Sixteenth street.	22	3,182	“	12 ¹ / ₂	3
Moses Somers.....	904 Bergen street	9	1,186	“	12 ¹ / ₂	1 year.
Charles Kaiser.....	New York	.....	1,115	“	“	1
John Blaney.....	99 Tillary	4	165	“	12 ¹ / ₂	“
Patrick Gaffney.....	Court street near Brush.	12	1,362	“	“	1
John Dunnigan.....	Flatbush.	.....	732	“	12 ¹ / ₂	5 years.
Peter Bracken.....	556 Fifthcent street.	22	522	“	40	10
Hugh Bannon.....	Classon and St. Marks	9	20	“	15	7
Michael Folliard.....	787 Deane street.	9	2,733	“	17 ¹ / ₂ and 22 ¹ / ₂ cents per hour.	11
Thomas Miller.....	Flatbush.	.....	211	“	12 ¹ / ₂ cents per hour.	1 year.

NAMES, Residences, Rates of Pay, &c., of Employés of the Park Commissioners—Continued.

NAME.	RESIDENCE.	WARD.	Employment during Year.	RATE OF PAY.	Length of Service.
Robert Fleming.....	67 Carlton avenue.....	20	2,871 hours.	12½ cents per hour.....	3 years.
William Fullam.....	118 North Seventh street.....	18	1,434 "	12½ "	5 "
W. R. Dickinson.....	Broadway, Eastern Dis trict.....	18	3,042 "	17½ "	5 "
Valentine Cox.....	Flatbush.....		3,314 "	17½ "	12 "
James M. Tobin.....	Butler street.....	9	3,348 "	17½ "	12 "
Harvey Bunce.....	181 Jay street.....	4	3,328 "	15 "	7 "
Wm. Moss crop.....	Flatbush avenue.....	9	3,734 "	15 "	"
Joseph Quevedo.....	Fl thush.....		3,130 "	15 "	12 "
Philip McManes.....	379 Baltic stre t.....	10	3,632 "	15 "	11 "
John McGraw.....	Flatbush.....		3,793 "	15 "	12 "
George Byrne.....	Warren street.....	9	4,083 "	15 "	11 "
John Cassidy.....	228 Park place.....	9	2,751 "	15 "	3 "
Patrick Bergen.....	612 Vanderbilt avenue.....	9	2,740 "	15 "	12 "
Daniel Calnan.....	226 Bridge street.....	5	1,741 "	15 and 17½ cents per hour.....	5 "
Thomas Wright.....	Prospect place and Vanderbilt avenue.....	9	342 days.	\$11 per week.....	12 "
Patrick Welsh.....	140 Flushing avenue.....	22	357 "	11 "	12 "
James Wilson.....	288 Nineteenth street.....	8	2,9 hours.	12½ cents per hour.....	12 "
Patrick Hartigan.....	Classon avenue.....	9	2,691 "	12½ "	9 "
Thomas Gullen.....	1,148 Park place.....	24	2,815 "	12½ "	9 "
Hugh Maguire.....	Ninth avenue.....	22	2,754 "	12½ "	9 "
James Finley.....	426 Warren street.....	10	2,487 "	12½ "	12 "
Michael Monahan.....	653 Washington avenue.....	9	3,233 "	12½ "	12 "
Thomas Hartigan.....	655 Douglass street.....	9	2,918 "	12½ "	3 "
Wm. Watson.....	Washington avenue.....	9	2,690 "	12½ "	11 "
Patrick Crown.....	Flatbush.....		3,062 "	12½ "	5 "
Jacob Bowers.....	81 Oxford street.....	20	3,356 "	12½ "	7 "
Garrett McDonald.....	Degraw street.....	9	11 "	12½ "	1 year.
Patrick Moran.....	St. Mark's avenue.....	9	28 "	12½ "	4 "
Michael Buckley.....	St. Mark's avenue.....	9	23 "	12½ "	1 "
Theodore Green.....	Flatbush.....		739 "	12½ and 15 cents per hour.....	5 years.

David Ditmar	1,019 Union street	9	831	"	12½	cents per hour	5	"
Henry P. Haynes.....	187 Lafayette avenue	20	3,140	"	15	"	11	"
Patrick Conno. s.	187 Lafayette avenue	20	1,216	"	40	"	1	year.
Peter Bracken.....	556 Fifteenth street..	22	1,046	"	25	"	10	years.
Michael Moran.....	Prospect place and Ninth avenue	9	3,525	"	27½	and 30 cents per hour	12	"
Miles Sweeny	Bergen street and Fifth avenue	22	3,595	"	25	cents per hour	11	"
Thomas Brennan	Jay corner Willoughby	4	565	"	25	"	2	"
Richard Chamberlain ..	Sixteenth street and Ninth avenue	22	1,90	"	25	"	1	year.
John Holland.....	Fort Hamilton	22	40	"	20	"	4	years.
W. T. Travis	Flatbush.....	22	3,844	"	25	"	11	"
George Mason.....	Twelfth street and Sixth avenue	22	65	"	20	and 25 cents per hour	1	year.
Chas. E. Hunt	Flatbush.....	22	2,290	"	25	cents per hour	12	years.
David Thompson	Bergen street	9	808	"	25	"	12	"
Seth Keeney.....	22 Clermont avenue	20	508	"	25	"	1	year.
Peter Bracken.....	556 Fifteenth street.....	22	920	"	10	"	1	"
John McMurrin.....	Flatbush avenue near Park place.....	9	1,520	"	12½	"	7	years.
David Bacon.....	556 Fifteenth street.....	22	60	"	40	"	1	year.
Assa Willis.....	Parkville.....	22	54	"	20	"	1	"
Michael Farrell.....	698 Bergen street.....	9	2,054	"	15	"	9	years.
John E. Curtin.....	810 Claddon avenue	9	507	"	40	"	12	"
Peter Bracken.....	556 Fifteenth street.....	22	3,546	"	40	"	10	"
Peter Bracken.....	556 Fifteenth street.....	22	1,442	"	40	"	10	"
Seth Keeney.....	221 Clermont avenue	20	1,232	"	40	"	10	"
James Furey	187 Navy street.....	11	2,778	"	12½	"	1	year.
Maurice Condon	232 Sixteenth street.....	22	2,573	"	12½	15 and 20 cents per hour	5	"
John McLaughlin	Smith near Sackett.....	10	2,897	"	12½	cents per hour	3	"
James Feeney.....	208 Little Water street	5	2,778	"	12½	"	3	"
John Donovan	Thirteenth street near Ninth avenue	22	25	"	12½	"	1	year.
Patrick Keegan.....	9 4 Bergen.....	9	3,445	"	12½	cents per hour	12	years.
Simon Loeffele.....	Flatbush.....	9	1,954	"	12½	"	1	year.
Thomas Connor.....	Sackett street	9	12	"	12½	"	1	"
Michael Teirney.....	292 Claddon avenue	9	21	"	12½	"	1	"
Michael Brady	Flatbush.....	9	29	"	12½	"	1	"
John Keegan.....	Washington avenue and Butler street	9	11	"	12½	"	1	"
Chas. Clappitt.....	Twelfth street near Fifth avenue	22	331 ^a	days, \$10 per week.....	10	"	4	years.
John Crumley.....	Butler street	9	346 ⁵	"	10	"	12	"
Thomas Conson	Bergen street near Fifth avenue	9	595	hours.	12½	cents per hour	3	"
James Pinkerton	Washington avenue and Butler street	9	2,980	"	12½	cents per hour, \$11 per week.	5	"

Names, Residences, Rates of Pay, &c., of Employés of the Park Commissioners—Concluded.

NAME.	RESIDENCE.	WARD.	Employment during Year.	RATE OF PAY.	Length of Service.
Patrick Keegan.....	904 Bergen street ..	9	10 hours.	12½ cents per hour.....	1 year.
William Maxwell	Washington avenue ..	9	"	"	12 years.
Robert McCormack.....	281 Navy street.....	11	"	"	4 "
George Weigner.....	558 Sixth avenue ..	22	"	"	12 "
R. L. Payne.....	Fifteenth street ..	22	"	"	12 "
John Harrison.....	432 Eighteenth street.	8	"	"	12 "
Frank Follard	12 Stuyvesant street.	7	"	"	12 "
Samuel Rogers	357 De Kalb avenue ..	7	"	"	11 "
William Moran	682 Butler street ..	9	258 days.	12½ cents per hour, \$11 per week.	12 "
John Hickey.....	Butler street.....	9	2,552 hours.	12½ cents per hour.....	7 "
James Cloonen	393 Pacific street ..	9	2,981 "	"	3 "
William Flaherty.....	Warren street.....	10	3,100 "	"	12 "
Patrick Wallace	390 Atlantic avenue ..	9	2,677 "	"	7 "
James Anderson.....	255 Seventeenth street.	8	3,440 "	and 15 cents per hour.....	7 "
Thomas Finley.....	426 Warren street ..	10	3,143 "	12½ cents per hour	12 "
Timothy Gilcoby.....	Flatbush.....		3,640 "	"	7 "
James Shine	86 Navy street.....	5	1,692 "	"	3 "
A. D. Drummond	553 Degraw street ..	10	1,896 "	"	12 "
Patrick Shlaughnessy ..	Underhill avenue.....	9	2,052 "	"	7 "
John Crine	167 Huntington street.	12	2,841 "	"	7 "
William Nolan	716 Bergen street ..	9	2,748 "	"	5 "
Isaac Harris.....	Fifth street near Fifth avenue.	22	2,116 "	"	6 "
Isaac Harris.....	Fifth street near Fifth avenue.	22	2,651 "	"	6 "
Isaac Harris.....	Fifth street near Fifth avenue.	22	1,153 "	"	6 "
Henry J. Farquhar.....	357 Monroe street.....	23	1,027 "	"	4 "
Charles Berrie.....	82 Schermerhorn ..	10	811 "	20 and 25 cents per hour.....	1 year.
Edith Mallett	Flatbush avenue ..	9	370 "	10 cents per hour	1 "
Wm. Connor.....	860 Pacific street ..	9	2,020 "	"	1 "
James McCabe	New York.....		1,390 "	"	1 "
John Fegan.....	556 Fifteenth street	22	554 "	12½ "	1 "

John Pallin	530 Fifteenth street	22	1,275	"	12 $\frac{1}{2}$	9 years.
Wm. Prendergast	151 Dougl ss.	10	260	"	25 $\frac{1}{2}$	1 year.
Peter Keegan	151 Douglass	10	255	"	25	"
John Farrell	Flatbush near Pacific	9	251	"	12 $\frac{1}{2}$	1 "
Peter Rorke	151 Douglass	10	120	"	30	1 "
Wm. Shields	268 Smith	10	958	"	12 $\frac{1}{2}$	3 years.
Thos. Stanfield	Flatbush	10	2 984	"	12 $\frac{1}{2}$	11 "
James Cox	Butler near Hoyt	10	160	"	20	1 year.

SUMMARY.

Of our regular employes, seventy-seven, it appears, have been in the employ of the Park Commissioners during a period of from ten to thirteen years; seventeen from eight to ten years; thirty from six to eight years; twenty from four to six years; and the remainder for various periods ranging under four years. A few of the men enumerated in the foregoing statement were temporarily employed, for short periods only, for special purposes, and do not form a part of our stated force.

About 50 men reside in the Ninth ward,
 " 43 " " Twenty-second ward,
 8 " " Eighth ward,
 15 " " Tenth ward,
 7 " " Twentieth ward,

and the remainder are distributed about the several wards of the city, with the exception of a few who live beyond the city line for convenience.

*Inventory of realty and other property belonging to the Brooklyn
Park Commissioners on the 31st day of December, 1879.*

REAL ESTATE.

Prospect Park (including the east side lands), about.	630 acres.
Washington Park	30 $\frac{1}{6}$ "
Tompkins Park	7 $\frac{3}{4}$ "
City Park	7 $\frac{1}{2}$ "
Carroll Park	1 $\frac{3}{10}$ "
City Hall Park	1 $\frac{1}{2}$ "

STOCK.

DESCRIPTION.	NUMBER.	CONDITION.
Horses	13	} 10 working. } 3 inferior.
Sheep	77	
Deer	22	Good.
Fowl	213	"

The latter item comprises 15 swan, 128 geese, 52 ducks, 18 peafowls; 25 lambs, 4 deer, 50 geese, 61 ducks were added to the stock during the year.

WATER TRUCKS.

- 2 two-horse trucks, good condition.
- 6 two-horse trucks, good condition.
- 4 two-horse trucks, fair, in use about eight years.
- 2 one-horse trucks, fair, in use about eight years.

WAGONS AND CARTS.

- 2 two-horse dirt wagons, good condition.
- 2 two horse dirt wagons, fair condition.
- 3 two horse dirt wagons, worn out.
- 2 one horse carts, good condition.
- 1 one-horse cart, fair condition.
- 2 one-horse carts, worn out.
- 2 handcarts, worn out.
- 1 light wagon, nearly worn out.
- 2 lumber sleighs, good condition.
- 2 ice planers and scrapers, good condition.
- 83 large lanterns for skating house, good condition.

- 1 fifteen ton steam roller, serviceable.
- 2 iron hand rollers, serviceable
- 2 two-horse iron cylinder rollers, serviceable.
- 1 eight-horse iron cylinder roller, serviceable.
- 1 fourteen-inch Worthington duplex pump. with boiler, good order.
- 2 hydraulic jacks, good order.
- 1 screw jack, good order.
- 3 boom derricks, miscellaneous sizes, with gearing worn out.
- 1 four-by-ten inch Blake stone-crushing machine, serviceable.
- 1 capstan, serviceable.
- 1 hose truck, worn out.
- 1 stone truck, worn out.
- 7 ladders, such as steps and ordinary, serviceable.
- 1 portable house furnace, serviceable.
- 1 portable blacksmiths' furnace, serviceable:
- 15 stoves for offices, skating house and shelters, good order.
- 2 sets of double harness, worn out.
- 5 sets of double harness, good condition.
- 5 sets of single harness, three sets worn out.
- 300 feet 2½-inch leather fire hose.
- 700 pounds of assorted sizes rope.
- 300 feet rubber hose.
- 2 platform scales.

SUPPLIES IN BUILDINGS, &c.

Under this head is included the stock of office fixtures, such as desks, chairs, tables and safes, with a stock of books, blanks and office material generally for current use, the bulk of which has been in use for a period ranging from five to eleven years.

TOOLS.

The stock of small tools and implements on hand have not met the ordinary requirements of the work during the past season, and consists of 20 shovels, 86 picks and mattocks, 37 wood and iron rakes, 6 hoes, 6 axes, 37 brooms, 6 baskets, 19 pails, 5 dippers, 21 crow-bars, 11 paint brushes, &c., together with a small stock of carpenters' and blacksmiths' tools.

The stock of stable material, besides the more important items previously enumerated, includes ordinary stable supplies, horse blankets, field umbrellas for water trucks, brushes and stable furniture in very limited quantity, and in a deteriorated condition.

12 American ensigns in good condition ; 15 flags worn out.
The clothing of the keepers' force consists of 84 suits of summer and winter uniforms and 8 rubber coats in fair order.

ENGINEERS' SUPPLIES.

4 drawing boards.

4 transits.

4 levels.

With a small stock of rods, tapes, plumb bobs, and other engineering paraphernalia.

MATERIAL AND GENERAL SUPPLIES.

We have on hand a supply of material for current use, such as oil for lamps, a small stock of various paints, a small lot of lumber and building material, sewer drain pipe, tiles, &c.

As heretofore, the custom has been, during the year, to order only such material as was absolutely needed for immediate use.

HOUSES.

There are several houses on the east side lands ; a portion of these are occupied by employés and others on rental. The rents for the same are received and accounted for.

METEOROLOGICAL TABLE No. 1.

*Table showing the observed Height of the Barometer, monthly,
for the Year ending December 31, 1874.*

MONTH—1874.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	DIFFERENCE OF RANGE.
January	30.183	30.144	30.186	30.171	30.597	29.675	.922
February	30.176	30.143	30.173	30.164	30.662	29.685	.977
March	30.015	29.978	30.033	30.009	30.425	29.527	.898
April	30.056	30.035	30.061	30.051	30.568	29.480	1.088
May	30.018	29.969	29.999	29.995	30.498	29.641	.857
June	29.983	30.014	30.046	30.014	30.303	29.537	.766
July	30.070	30.041	30.032	30.048	30.273	29.794	.479
August	30.067	30.040	30.058	30.055	30.293	29.715	.578
September	30.141	30.103	30.122	30.122	30.344	29.523	.821
October	30.133	30.087	30.138	30.119	30.491	29.704	.787
November	30.185	30.147	30.208	30.180	30.633	29.319	1.314
December	30.169	30.181	30.156	30.169	30.739	29.734	1.005

Annual Mean, at 7 A. M., of 365 observations, 30.099.

Annual Mean, at 2 P. M., of 365 observations, 30.073.

Annual Mean, at 9 P. M., of 365 observations, 30.101.

Annual Mean of 1,095 observations, 30.091.

Maximum for the year, 30.739; 9 P. M., December 31.

Minimum for the year, 29.319; 9 P. M., November 23.

Difference of Range, 1.420.

METEOROLOGICAL TABLE No. 2.

Table showing the State of the Thermometer, monthly, for the Year ending December 31, 1874.

MONTH—1874.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM	MINIMUM.	DIFFERENCE OF RANGE.
January	30.80	36.29	33.31	33.47	62.00	9.00	51.00
February	25.57	33.40	31.18	30.05	70.00	3.00	67.00
March	32.77	41.32	36.84	36.98	63.00	13.00	50.00
April	36.86	44.32	40.13	40.44	66.50	19.50	47.00
May	55.01	61.24	56.23	57.49	88.50	33.50	55.00
June	66.61	75.35	67.45	69.80	92.50	50.00	42.50
July	71.90	79.03	71.21	74.05	92.50	59.00	33.50
August	66.72	74.02	68.26	69.67	92.50	52.50	40.00
September	63.25	72.38	65.13	66.92	88.50	32.50	56.00
October	47.09	59.61	52.79	53.16	69.50	35.50	34.00
November	37.58	46.28	40.90	41.59	65.00	21.50	43.50
December	29.50	35.82	32.31	32.54	50.50	7.50	43.00

Annual Mean, at 7 A. M., of 365 observations, 46.97.

Annual Mean, at 2 P. M., of 365 observations, 54.92.

Annual Mean, at 9 P. M., of 365 observations, 49.65.

Annual Mean of 1,095 observations, 50.51.

Maximum during the year, 92.50.

Minimum during the year, 3.00.

Difference of Range, 89.50.

METEOROLOGICAL TABLE No. 3.

Table showing the Duration and Depth of Rain and Snow, monthly, during the Year ending December 31, 1874.

MONTH. 1874.	Number of Days on which Rain or Snow occurred.	DURATION.			Depth of Rain in inches.	Depth of Snow in inches.	Snow reduced to Water, in inches.	Total of Rain and Snow reduced to Water, in inches.	
		Days.	Hours.	Minutes.					
January.....	13	4	22	45	2.49	7.50	1.50	3.99	REMARKS.—A number of light showers or snow flurries occurred during November, March, May, June, July, August and September, but not of such a character as to warrant a measurement.
February.....	11	3	9	45	.46	17.00	2.80	3.26	
March.....	10	3	3	15	1.10	4.25	1.01	2.11	
April.....	16	6	14	30	8.88	....	....	8.88
May.....	10	3	2	50	2.24	....	....	2.24
June.....	11	2	14	15	2.31	....	....	2.31
July.....	8	1	9	15	2.41	....	....	2.41
August.....	6	2	10	15	2.90	....	....	2.90
September.....	9	4	22	55	10.13	....	....	10.13
October.....	5	1	21	55	1.86	....	....	1.86
November.....	7	1	12	..	1.80	....	....	1.80
December.....	11	3	4	30	1.33	8.00	1.56	2.89	
Totals.....	117	39	4	10	37.91	36.75	6.87	44.78	

METEOROLOGICAL TABLE No. 1.

*Table showing the observed Height of the Barometer, monthly,
for the Year ending December 31, 1875.*

MONTH—1875.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	DIFFERENCE OF RANGE.
January	30.231	30.169	30.198	30.199	30.623	29.703	.920
February.....	30.130	30.063	30.110	30.101	30.545	29.449	1.096
March	30.117	30.090	30.118	30.108	30.504	29.650	.854
April	30.008	29.969	30.000	29.992	30.444	29.626	.818
May	30.018	29.989	30.023	30.010	30.297	29.602	.695
June	30.076	30.051	30.062	30.063	30.242	29.777	.465
July	30.035	30.008	30.023	30.022	30.271	29.702	.569
August.....	30.080	30.061	30.073	30.071	30.329	29.794	.535
September.....	30.076	30.042	30.060	30.059	30.418	29.708	.710
October.....	30.031	29.697	30.022	29.917	30.494	29.528	.966
November.....	30.102	30.054	30.101	30.086	30.692	29.581	1.111
December	30.054	30.015	30.046	30.038	30.677	29.452	1.225

Annual Mean, at 7. A. M., of 365 observations, 30.080.

Annual Mean, at 2. P. M., of 365 observations, 30.017.

Annual Mean, at 9. P. M., of 365 observations, 30.070.

Annual Mean of 1,095 observations, 30.055.

Maximum for the year, 30.692.

Minimum for the year, 29.449.

Difference of Range, 1.243.

METEOROLOGICAL TABLE No. 2.

Table showing the State of the Thermometer, monthly, for the Year ending December 31, 1875.

MONTH—1875.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	DIFFERENCE OF RANGE.
January	20.35	25.98	23.78	25.03	38.00	1.5	39.5
February	19.28	26.82	23.32	23.14	49.00	.....	49.
March	28.05	34.79	32.39	31.74	53.00	10.5	42.5
April	38.28	47.45	40.87	42.20	62.50	25.	37.5
May	55.00	64.90	56.42	58.77	86.00	39.	47.
June	65.55	74.28	65.45	68.42	94.00	56.5	37.50
July	71.06	77.58	70.97	73.20	86.00	62.5	23.5
August	69.00	76.40	70.23	71.87	83.59	55.5	28.
September	59.93	68.48	61.53	66.64	86.50	45.5	41.
October	48.45	57.39	51.33	52.39	70.00	35.	35
November	35.08	41.90	37.17	38.05	58.00	8.	50.
December	29.45	35.19	32.40	32.34	56.00	3.	53.

Annual Mean, at 7 A. M., of 365 observations, 44.96.

Annual Mean, at 2 P. M., of 365 observations, 52.59.

Annual Mean, at 9 P. M., of 365 observations, 47.16.

Annual mean of 1,095 observations, 48.65.

Maximum during the year, 94.

Minimum during the year, — 1.50. ($1\frac{1}{2}^{\circ}$ below zero.)

Difference of Range, 95.50.

METEOROLOGICAL TABLE No. 3.

Table showing the Duration and Depth of Rain and Snow, monthly, during the Year ending December 31, 1875.

MONTH. 1875	Number of Days on which Rain or Snow occurred.	DURATION.			Depth of Rain in inches.	Depth of Snow in inches.	Snow reduced to Water, in inches.	Total of Rain and Snow reduced to Water, in inches.
		Days.	Hours.	Minutes.				
January . . .	9	3	13		2 18	12 00	.64	2 82
February . .	8	4	6	30	2 34	8 75	.95	3 29
March	9	4	10	05	2 07	14 00	2 70	4 77
April	10	3	9	30	1 72	7 00	.99	2 71
May	8	1	18	15	1 23			1 23
June	9	2	10	45	2 84			2 84
July	12	2	9	55	3 74			3 74
August	12	4	18	40	6 42			6 42
September . .	8	1	21	10	2 40			2 40
October	8	3	17	18	2 87			2 87
November . . .	10	3	12	10	3 08			3 08
December . . .	14	4	15	30	2 543	2 25	.20	2 743
Totals . . .	117	40	18	48	33 433	44 00	5 48	38 913

REMARKS.—A number of light snow flurries occurred during the months of January, February, March, April, October, November and December, and light showers during the months of May, June, July, August, September, but not of such a character as to warrant a measurement.

METEOROLOGICAL TABLE No. 1.

*Table showing the observed Height of the Barometer, monthly,
for the Year ending December 31, 1876.*

MONTH—1876.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	DIFFERENCE OF RANGE.
January	30.142	30.109	30.142	30.131	30.630	29.574	1.056
February	30.118	30.092	30.149	30.120	30.894	29.139	1.755
March	30.043	30.020	30.038	30.034	30.483	29.343	1.140
April	29.994	29.939	29.979	29.971	30.358	29.359	.999
May	30.088	30.055	30.065	30.069	30.424	29.772	.652
June	30.054	30.024	30.033	30.037	30.253	29.718	.535
July	30.049	30.022	30.025	30.032	30.264	29.823	.441
August	30.114	30.091	30.091	30.098	30.281	29.870	.411
September	30.028	30.001	30.022	30.017	30.307	29.725	.582
October	30.037	29.992	30.033	30.021	30.391	29.683	.708
November	30.000	29.967	29.986	29.984	30.381	29.640	.741
December	30.007	29.990	30.016	30.004	30.616	29.134	1.482

Annual Mean, at 7 A. M., of 366 observations, 30.056.

Annual Mean, at 2 P. M., of 366 observations, 30.025.

Annual Mean, at 9 P. M., of 366 observations, 30.048.

Annual Mean of 1,098 observations, 30.043.

Maximum for the year, 30.894.

Minimum for the year, 29.134.

Difference of Range, 1.760.

METEOROLOGICAL TABLE No. 2.

Table showing the State of the Thermometer, monthly, for the Year ending December 31, 1876.

MONTH—1876.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	RANGE.
January	31.44	38.23	34.16	34.61	65.5	8.5	57.
February	28.10	34.43	31.17	31.22	53.5	8.5	45.
March	31.47	39.27	34.95	35.23	65.5	10.	55.5
April	42.87	52.27	44.98	46.71	66.	27.5	38.5
May	55.70	46.73	57.73	53.39	85.5	30.5	55.
June	69.55	78.38	69.80	72.58	92.5	46.5	46.
July	74.47	83.14	75.27	77.63	98.5	59.	39.5
August	70.23	79.26	71.13	73.54	91.5	53.	38.5
September	59.50	66.15	60.97	62.21	85.5	44.5	41.
October	45.55	54.13	48.65	49.44	73.	29.5	43.5
November	41.50	46.67	42.65	43.61	70.5	22.5	48.
December	21.84	26.40	23.76	24.00	53.	0.5	52.5

Annual Mean, at 7 A. M., of 366 observations, 47.69.

Annual Mean, at 2 P. M., of 366 observations, 53.75.

Annual Mean, at 9 P. M., of 366 observations, 49.60.

Annual Mean of 1,098 observations, 50.34.

Maximum during the year, 98.50.

Minimum during the year, 0.50.

Range, 98.

METEOROLOGICAL TABLE No. 3.

Table showing the Duration and Depth of Rain and Snow, monthly, during the Year ending December 31, 1876.

MONTH. 1876.	Number of Days on which Rain or Snow occurred.	DURATION.			Depth of Rain in inches.	Depth of Snow in inches.	Snow reduced to Water, in inches.	Total of Rain and Snow reduced to Water, in inches.	REMARKS.
		Days.	Hours.	Minutes					
January.....	7	1	13	25	.723723	Occasional Snow flurries.
February.....	7	4	21	52	3.71	10.	1.01	4.72	
March.....	13	4	14	30	7.344	7.	.53	7.874	
April.....	10	2	16	5	3.467	3.467	} Light showers.
May.....	11	2	16	52	3.014	.....	.....	3.014
June.....	8	1	12	10	3.122	.....	.....	3.122
July.....	11	1	16	25	6.464	6.464	} Snow flur- ries.
August.....	4	.....	15	19	1.96	.....	.....	1.96
September....	13	4	13	2	4.374	.....	.....	4.374
October.....	10	4	2	10	1.561	1.561	
November....	13	4	23	35	4.19	.....	.....	4.19
December....	9	2	19	..	1.97	12.50	1.725	3.695	
Totals.....	116	36	16	25	41.899	29.50	3.265	45.164	

METEOROLOGICAL TABLE No. 1.

*Table showing the observed Height of the Barometer, monthly,
for the Year ending December 31, 1877.*

MONTH—1877.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	RANGE.
January	30.164	30.135	30.271	30.138	30.572	29.285	1.287
February.....	30.075	29.832	30.094	30.036	30.472	29.513	.959
March	30.000	29.975	30.015	30.015	30.507	29.315	1.192
April	29.966	29.942	29.992	29.972	30.331	29.524	.808
May	30.027	30.004	30.014	30.029	30.360	29.595	.765
June.....	30.068	30.020	30.055	30.057	30.296	29.762	.524
July.....	29.996	29.977	29.991	29.980	30.265	29.777	1.488
August	30.021	29.998	30.009	30.053	30.200	29.770	.430
September.....	30.094	30.070	30.058	30.082	30.311	29.803	.508
October.	30.085	30.041	30.108	30.061	30.461	29.492	.969
November	30.109	30.058	30.105	29.979	30.586	29.701	.885
December.....	30.083	30.047	30.103	29.976	30.598	29.496	1.102

Annual Mean, at 7 A. M., of 365 observations, 30.057.

Annual Mean, at 2 P. M., of 365 observations, 30.008.

Annual Mean, at 9 P. M., of 365 observations, 30.068.

Annual Mean of 1,095 observations, 30.044.

Maximum for the year, 30.598.

Minimum for the year, 29.285.

Range, 1.313.

METEOROLOGICAL TABLE No. 2.

Table showing the State of Thermometer, monthly, for the Year ending December 31, 1877.

MONTH—1877.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	RANGE.
January	20.82	29.11	25.71	25.21	43.5	10.	33.5
February...	26.86	34.49	26.26	29.20	53.5	13.	40.5
March	35.66	40.49	35.66	42.95	59.	12.5	46.5
April	44.40	61.68	45.20	50.22	75.	30.	45.
May	55.21	65.44	57.86	59.50	90.	37.	53.
June	67.81	77.74	68.24	71.26	89.5	51.5	38.
July	72.06	81.25	72.71	75.34	92.5	58.5	34.
August	71.40	81.36	73.08	75.28	90.5	61.	29.5
September	63.27	73.61	56.77	64.55	84.	42.	42.
October	52.63	54.80	53.55	53.66	77.	37.5	39.5
November	42.92	46.66	45.82	45.13	67.	25.	42.
December	32.56	36.08	36.51	35.05	60.5	21	39.5

Annual Mean, at 7 A. M., of 365 observations, 50.47.

Annual Mean, at 2 P. M., of 365 observations, 56.89.

Annual Mean, at 9 P. M., of 365 observations, 49. . .

Annual Mean of 1,095 observations, 51.45.

Maximum during the year, 92.50.

Minimum during the year, 10.

Range, 82.50.

METEOROLOGICAL TABLE No. 3

Table showing the Duration and Depth of Rain and Snow, monthly, during the Year ending December 31, 1877.

MONTH. 1877.	Number of Days on which Rain or Snow occurred.	DURATION.			Depth of Rain in inches.	Depth of Snow in inches.	Snow reduced to Water, in inches.	Total of Rain and Snow reduced to Water, in inches.	REMARKS.
		Days.	Hours.	Minutes.					
January.....	7	3	2	45	1.76	23.	2.10	3.86	Occasional Snow Flurries.
February.....	6	1	21	5	1.381	1.50	.09	1.471	
March.....	18	7	2	40	4.205	7.50	.71	4.915	
April.....	9	4	21	45	3.587	.....	...	3.587	Occasional Light Showers.
May.....	13	1	18	58	.953	.....	...	.953	
June.....	12	1	16	56	2.693	.....	...	2.693	
July.....	11	1	17	50	5.148	.....	...	5.148	
August.....	8	1	11	5	2.408	.....	...	2.408	
September...	6	1	16	...	1.470	.....	...	1.470	
October.....	12	3	15	17	8.131	.....	...	8.131	
November...	11	4	6	40	4.895	.....	...	4.895	
December....	7	1	23	19	.652	.....	...	.652	
Totals.....	120	35	6	20	37.283	32.00	2.90	40.183	

METEOROLOGICAL TABLE No. 1.

*Table showing the observed Height of the Barometer, monthly,
for the Year ending December 31, 1878.*

MONTH—1878.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	RANGE.
January	30.064	30.034	30.062	30.055	30.640	29.401	1.239
February	29.965	29.962	29.992	29.989	30.311	29.503	.808
March	30.029	29.986	29.988	30.028	30.498	29.257	1.241
April	29.878	29.849	29.877	29.877	30.281	29.329	.952
May	29.974	29.936	29.948	29.955	30.239	29.623	.616
June	30.034	30.011	30.014	30.018	30.231	29.594	.637
July	30.015	29.996	29.941	30.003	30.194	29.687	.507
August	29.945	29.934	29.941	29.940	30.204	29.682	.522
September	30.182	30.150	30.164	30.171	30.448	29.762	.686
October	30.068	30.029	30.034	30.040	30.343	29.470	.873
November	29.993	29.935	29.995	29.985	30.481	29.125	1.356
December	30.041	30.002	30.021	30.032	30.467	29.367	1.100

Annual Mean, at 7 A. M., of 365 observations, 30.016.

Annual Mean, at 2 P. M., of 365 observations, 29.985.

Annual Mean, at 9 P. M., of 365 observations, 29.998.

Annual Mean of 1,095 observations, 29.999.

Maximum for the year, 30.640.

Minimum for the year, 29.125.

Range, 1.515.

METEOROLOGICAL TABLE No. 2.

Table showing the State of Thermometer, monthly, for the Year ending December 31, 1878.

MONTH—1878.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	RANGE.
January	28.85	34.76	31.05	31.42	53.	9.50	43.50
February.....	29.15	35.75	32.68	32.43	53.	8.50	44.50
March	38.79	48.46	43.08	45.59	68.	12.	56.
April	48.54	58.54	51.37	52.82	75.	39.	36.
May.....	55.26	68.14	57.67	59.23	81.50	39.	42.50
June	63.46	71.72	64.43	66.52	88.	47.	41.
July.....	71.53	81.48	72.81	75.53	97.	61.	36.
August	68.49	77.46	70.61	72.21	88.50	56.	32.50
September.....	61.56	71.68	64.72	65.94	86.	42.50	43.50
October.....	52.09	58.71	54.43	57.07	76.	36.50	39.50
November	39.59	47.24	43.34	43.58	60.50	27.	33.50
December.....	29.58	34.52	31.85	31.97	58.	13.	45.

Annual Mean, at 7 A. M., of 365 observations, 48.91.

Annual Mean, at 2 P. M., of 365 observations, 57.37.

Annual Mean, at 9 P. M., of 365 observations, 51.50.

Annual Mean of 1,095 observations, 52.59.

Maximum for the year, 97.

Minimum for the year, 8.50.

Range, 88.50.

METEOROLOGICAL TABLE No. 3.

Table showing the Duration and Depth of Rain and Snow, monthly, during the Year ending December 31, 1878.

MONTH. 1878.	Number of Days on which Rain or Snow occurred.	DURATION.			Depth of Rain in inches.	Depth of Snow in inches.	Snow reduced to Water, in inches.	Total of Rain and Snow reduced to Water, in inches.	REMARKS.
		Days.	Hours.	Minutes					
January	16	4	21	20	4.692	4.50	.725	5.417	Occasional Snow Flurry.
February	7	3	5	2	3.03	1.75	.293	3.323	
March	14	4	4	40	3.512	....	....	4.512
April	8	1	14	50	1.205	....	....	1.205
May	11	4	5	50	3.691	3.691	Occasional Light Showers.
June	8	2	20	....	3.345	....	....	3.345
July	10	1	20	31	5.942	....	....	5.942
August	12	2	14	28	6.48	....	....	6.48
September	7	1	14	22	2.123	2.123	Occasional Snow Flurries.
October	12	2	10	20	2.318	....	....	2.318
November	11	3	20	25	4.61	.25	.05	4.66	
December	10	4	13	56	4.96	4.50	.33	5.29	
Totals.....	126	37	21	44	45.908	11.00	1.398	47.306	

METEOROLOGICAL TABLE No. 1.

*Table showing the observed Height of the Barometer, monthly,
for the Year ending December 31, 1879.*

MONTH 1879.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	RANGE.
January	30.029	29.977	30.010	30.005	30.445	29.510	.935
February	30.017	29.983	30.032	30.010	30.723	29.440	1.283
March	30.166	30.064	30.079	30.092	30.660	29.366	1.294
April	29.944	29.908	30.012	29.934	30.373	29.466	.907
May	30.095	30.089	30.096	30.139	30.495	29.767	.728
June	29.992	29.969	29.999	29.999	30.338	29.537	.801
July	30.026	30.007	30.015	30.016	30.285	29.592	.693
August	30.009	29.985	29.989	30.017	30.279	29.562	.717
September	30.167	30.140	30.160	30.156	30.431	29.780	.651
October	30.187	30.142	30.179	30.167	30.728	29.551	1.177
November	30.205	30.159	30.281	30.188	30.580	29.499	1.081
December	30.180	30.158	30.182	30.162	30.418	29.794	.624

Annual Mean, at 7 A. M., of 365 observations, 30.085.

Annual Mean, at 2 P. M., of 365 observations, 30.045.

Annual Mean, at 9 P. M., of 365 observations, 30.086.

Annual Mean of 1,095 observations, 30.072.

Maximum for the year, 30.723.

Minimum for the year, 29.366.

Range, 1.367.

METEOROLOGICAL TABLE No. 2.

Table showing the State of Thermometer, monthly, for the Year ending December 31, 1879.

MONTH—1879.	MEAN AT 7 A. M.	MEAN AT 2 P. M.	MEAN AT 9 P. M.	MONTHLY MEAN.	MAXIMUM.	MINIMUM.	RANGE.
January	22.27	30.10	26.07	26.16	46.50	2.	48.50
February	24.32	30.05	26.22	27.54	45.	7.50	37.50
March	30.39	41.49	36.22	36.75	58.	19.	39.
April	40.75	51.42	43.98	44.91	69.	21.50	47.50
May ..	54.83	64.58	56.70	54.97	81.50	39.50	42.
June..	67.02	76.66	67.56	70.83	90.50	47.50	43.
July.....	71.33	81.86	72.78	75.24	95.	62.50	32.50
August.....	70.41	79	71.74	73.71	90.50	60.	30.50
September.....	61.24	68.96	62.35	64.25	86.	45.	41.
October.....	55.65	65.38	57.60	61.09	84.	31.50	52.50
November	37.13	43.62	38.64	39.79	72.50	21.	51.50
December.....	39.94	41.07	36.00	36.34	58.	11.	47.

Annual Mean, at 7 A. M., of 365 observations, 47.94

Annual Mean, at 2 P. M., of 365 observations, 56.18.

Annual Mean. at 9 P. M., of 365 observations, 48.81.

Annual Mean of 1,095 observations, 50.98.

Maximum for the year, 95.

Minimum for the year, —2. (2° below zero.)

Range, 97.

METEOROLOGICAL TABLE No. 3.

Table showing the Duration and Depth of Rain and Snow, monthly, during the Year ending December 31, 1879.

MONTH. 1879.	Number of Days on which Rain or Snow occurred.	DURATION.			Depth of Rain in inches.	Depth of Snow in inches.	Snow reduced to water, in inches.	Total of Rain and Snow reduced to water, in inches.	REMARKS.
		Days.	Hours.	Minutes					
January	8	3	20	1.75	13.	1.49	3.24	Occasional Snow Flurries.
February	11	3	4	5	1.77	16.50	1.013	2.783	
March	15	2	19	36	3.264	.50	.05	3.314	
April	13	4	1	51	4.469	4.469	Occasional Light Showers.
May	10	1	13	45	2.435	.....	.....	2.435
June	14	2	13	35	2.850	.....	.....	2.850
July	11	2	9	45	3.983	3.983	Occasional Snow Flurries.
August	10	3	15	50	9.215	.....	.....	9.215
September . . .	8	1	22	50	1.956	.....	.....	1.956
October	6	23	33	.531531	
November . . .	11	1	19	40	1.835	2.	.16	1.995	
December . . .	16	5	9	35	5.051	6.25	.64	5.691	
Totals	133	33	14	25	39.109	38.25	3.353	42.462	

Latitude, 40° 41' north,
Longitude, 73° 57' west,
from Greenwich.

SEXENNIAL STATEMENT

FOR THE YEARS

1874, 1875, 1876, 1877, 1878 and 1879.

Height of Instrument
above the Sea,
145 feet.

MONTHS.	BAROMETER.				THERMOMETER.				RAIN AND SNOW.					DURATION.		
	Mean.	Maximum.	Minimum.	Range.	Mean.	Maximum.	Minimum.	Range.	Water, in inches.	Snow, in inches.	Snow reduced to Water, in inches.	Total Snow reduced to Water and Rain, in inches.	Days.	Hours.	Minutes.	
January	30.119	30.640	29.285	1.355	29.28	65.50	2. •	67.50	13.595	60.	6.455	20.050	20	18	11	
February	30.070	30.894	29.139	1.755	36.16	70.	••••	70.	12.691	55.50	6.156	18.847	20	20	19	
March	30.048	30.660	29.257	1.403	35.09	68.	10.	58.	21.495	33.25	5.	26.495	26	6	46	
April	29.966	30.568	29.329	1.239	46.	75.	19.50	55.50	23.328	7.00	.99	24.318	23	6	31	
May	30.033	30.498	29.595	.903	56.04	90.	30.50	59.50	13.563	••••	••••	13.563	15	4	30	
June	30.023	30.338	29.537	.801	70.03	94.	46.50	47.50	17.160	••••	••••	17.160	13	15	41	
July	30.017	30.285	29.592	.693	75.22	98.50	58.50	40.	27.687	••••	••••	27.687	11	11	41	
August	30.038	30.329	29.562	.762	72.80	92.50	52.50	40.	30.383	••••	••••	30.383	15	13	37	
September	30.118	30.448	29.523	.925	65.54	88.50	32.50	56.	22.453	••••	••••	22.453	16	14	19	
October	30.054	30.728	29.470	1.258	54.90	84.	29.50	54.50	17.271	••••	••••	17.271	17	18	33	
November	30.067	30.692	29.125	1.567	42.15	72.50	8.	64.50	20.410	3.25	.21	20.620	19	23	30	
December	30.063	30.739	29.134	1.605	32.30	60.50	.50	60.	17.146	33.50	4.455	21.601	22	13	50	

Summary for the six years.

BAROMETER.

Mean, for 6,573 observations	30.051
Maximum, February 5, 1876	30.894
Minimum, November 22, 1878	29.125
Range	1.769

THERMOMETER.

Mean, for 6,573 observations	51.22
Maximum, July 9, 1876	98.50
Minimum, January 3, 1879	2.00
Range	100.50

RAIN AND SNOW.

Total fall of snow in inches	192.50
Reduced to water	23.266
Total fall of rain	237.182
Total fall of snow reduced to water and rain	260.448

DURATION.

The time in which rain and snow fell:
224 days, 22 hours, 28 minutes.

The following comprises the several Acts of the Legislature, relative to the Brooklyn Park Commissioners, during the period covered by this Report:

CHAPTER 572.

AN ACT to amend an Act entitled "An Act to provide for the improvement of the Coney Island plank road, as recently widened, passed May three, eighteen hundred and seventy-two."

Passed May 25, 1874; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section one of the Act entitled "An Act to provide for the improvement of the Coney Island plank road, as recently widened, passed May three, eighteen hundred and seventy-two," is hereby amended so as to read as follows:

§ 1. The Brooklyn Park Commissioners are hereby authorized to grade, gravel, curb and gutter that portion of the Coney Island plank road, as recently widened, lying between the circle at the southwesterly angle of Prospect Park and Church lane, and said Church lane from said road to Ocean Parkway, according to a plan to be devised and adopted by them. All expenses incident to said improvements, after having been duly certified by the said Park Commissioners to the Commissioners of Estimate and Assessment, appointed as hereinafter directed, shall be by them apportioned and assessed upon the property in their judgment benefited thereby, within a district of Assessment to be fixed by the said Park Commissioners; but no district of assessment shall extend beyond the termini of the improvements provided for in this Act, and the assessments specified in their report, when filed in the office of the Clerk of the county of Kings and duly confirmed by an order of the Supreme Court at Special Term, upon an application therefor, of which ten days' notice shall have been given in two newspapers printed in the city of Brooklyn, shall constitute liens upon the several parcels

of lands and premises upon which they shall have been laid, and shall be collected in the manner hereinafter directed. The said Park Commissioners may also contract in writing, for the making of the said improvement and may, from time to time, as the work progresses, issue to the contractors in the name and upon the authority of the said Commissioners, certificates of indebtedness bearing interest, to the extent of eighty per cent of the work completed by said contractors, payable out of the assessments therefor, when collected. The Supreme Court in the Second Judicial District, at a Special Term thereof, shall, upon application of said Park Commissioners, on notice of ten days, to be published in two papers in the city of Brooklyn, appoint three Commissioners of Estimate and Assessment, who shall be residents of the town of Flatbush, who shall have the powers and perform the duties of the Commissioners of Estimate and Assessment, who acted in estimating the damages incident to the widening and opening of the said road. All the provisions of chapter seven hundred and seventy-one, of the laws of eighteen hundred and seventy-three, so far as relates to the collection of the assessments herein provided for, and the sale for the non-payment of the same, and the lien thereof, shall apply to and become part of this Act, except that no fees for collecting shall be charged against any property belonging to the city of Brooklyn or to the county of Kings.

§ 2. This Act shall take effect immediately.

CHAPTER 583.

AN ACT to lay out and improve a public highway or avenue and concourse, in continuation of a public highway or avenue heretofore laid out from Prospect Park in the city of Brooklyn toward Coney Island in the county of Kings.

Passed May 25, 1874; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Brooklyn Park Commissioners are hereby authorized and directed to lay out and improve a public highway or avenue, not more than two hundred and ten feet wide, exclusive of the court-yards hereinafter provided for, commencing on the northerly side of the King's highway, so called, at the point of termination of the public highway or avenue, from Prospect Park in the city of Brooklyn toward Coney Island in the county

of Kings, as the same is laid out pursuant to the provisions of chapter eight hundred and sixty-one, of the laws of eighteen hundred and sixty-nine, and the several Acts amending the same, running thence in a general southerly direction through the town of Gravesend, and on and across Coney Island to the Atlantic Ocean. They shall also lay out a road or highway, one hundred feet wide, through and along the northerly and easterly side of the lands of the Prospect Park Fair Grounds Association, and the laws adjoining the same on the north and east, commencing where the said proposed road will intersect the said Ocean Parkway; at the northerly side of lands of said association, and terminating at the said continuation of the said Ocean Parkway on the southerly side of said lands.

They shall also lay out and open and improve such concourse or shore road at the southerly terminns of said highway, hereby extended, as in their judgment shall be wise and proper, not exceeding three thousand feet in length on each side along the beach, and five hundred feet in width, exclusive of such accretions or additions which may be caused by the action of the elements or otherwise, on the southerly side thereof, which accretions, if any, shall attach thereto and be under the same control and care of the Brooklyn Park Commissioners, as the said concourse or shore road shall or may be. And for this purpose they may enter upon any lands that may be necessary, and cause a proper survey and map of the said avenue, as well as of the district of assessment therefor to be made.

§ 2. No buildings or other erections, except porches, piazzas, fences, fountains and statuary shall remain or be at any time placed upon said avenue within thirty feet from the outside lines thereof, which space on each side of the said avenue, and in addition thereto, shall be used for the court-yards only, and may be planted with trees and shrubbery, and otherwise ornamented, at the discretion of the respective owners or occupants thereof; but such use and ornamentation shall be under the direction of the said Park Commissioners.

§ 3. The said Commissioners are hereby also directed to grade and otherwise improve said concourse, lateral, branch or shore road at the ocean beach, the said one hundred feet road, and also so much of the said avenue as lies south of the lands of the said association, and also so much of said avenue as lies between the present termination of Ocean Parkway and the point where said one hundred feet road commences, and in order to determine the

amount to be paid to the owners of the lands and tenements required to be taken for the purposes of this Act and for the improvement thereof, the said Commissioners shall first fix a district of assessment for the opening and improvement of the said continued parkway, and another district of assessment for the opening and improvement of said one hundred feet road, within which several districts the property to be benefited shall be assessed to defray the expenses of such several takings, as well as of the improvement thereof. Notice of the time and place of fixing the said districts, and of hearing the parties interested therein, shall be published for ten days successively in at least two daily newspapers printed and published in the county of Kings.

§ 4. After fixing the said districts of assessment the said Commissioners shall apply to the Supreme Court at a Special Term to be held in the Second Judicial District, upon a similar notice, for the appointment of three Commissioners, who shall be freeholders and residents of the said county, to estimate the value of the lands and premises required to be taken for the purposes of this Act, and the damages to be sustained by any person interested therein, as well by the taking of the land as by the restriction or easement thereon, specified in the second section of this Act, or for the relinquishment of any easement now existing thereon or attaching thereto, together with the expenses of said opening and of the improvement thereof; and also, to apportion and assess the same both for the taking and improving in such manner as they shall deem just and equitable, upon the property to be benefited within the districts of assessment so to be fixed by the said Park Commissioners, and the said Court, at Special Term, shall thereupon proceed to make such appointment. In case of the death or refusal to act, or other disability of the Commissioners so to be appointed, or either of them, at any time before the several objects of their appointment shall have been accomplished, the said Court, at Special Term, may fill the vacancy.

§ 5. The Commissioners so to be appointed by the Court, after having been duly sworn faithfully to perform the duties hereby devolved upon them, shall proceed to make the estimates and assessments referred to in the last preceding sections of this Act. And in laying the assessment for improvement, the expense of improving the said one hundred feet road shall be charged upon the lands of the said Prospect Park Fair Grounds Association. Each of the said reports shall, at all times, before confirmation, be

subject to view and correction, and ten days' notice of the time and place of hearing objections thereto, and of reviewing and correcting the same, shall be published in the newspapers above referred to. After hearing such objections and making the corrections, if any be required, the reports shall be delivered to the said Park Commissioners.

§ 6. Upon receiving the said reports, or either of them, the said Park Commissioners shall give ten days' notice in the said newspapers, that application will be made to the said Court, at a Special Term, at a time and place to be therein designated, to have the same confirmed. Appeals may be taken from said reports, or any of them, by giving written notice to the attorney of the said Commissioners, at least six days before the time fixed for the application to confirm the same, with a specification of the nature of the objections; and the Court shall have power to confirm, amend or refer back the said reports, or either of them, as it may deem proper, and to make any further order in the premises, until the final confirmation thereof.

§ 7. After the reports of estimate and assessment for taking and opening the said avenue and one hundred feet road, and said concourse or lateral branch or shore road at the ocean beach, shall have been confirmed, the title to the concourse or lateral branch or shore road, shall vest in the county of Kings in fee-simple absolute, and said reports together with the maps hereinbefore referred to, shall be filed in the office of the Clerk of the county of Kings, and the said Park Commissioners shall be thereupon authorized to improve the said avenue and one hundred feet road and said concourse, lateral branch or shore road at the ocean beach, according to a plan to be devised or adopted by them; and for that purpose they may cause the same to be graded, paved, curbed, guttered and bridged, and shade trees planted thereon, and may lay out and construct such carriage-ways, sidewalks and areas, with such terraces, drives or concourses on the ocean beach as they may deem expedient, and such improvements may be made in sections, and from time to time, if they shall so elect.

§ 8. All expenses incident to such improvements, or either or any of them, after having been duly certified by the said Park Commissioners to the said Commissioners of Estimate and Assessment, shall be by them apportioned and assessed upon the property in their judgment benefited thereby, within the several districts of assess-

ment so to be fixed by the said Park Commissioners. The expense of constructing the drive and concourse on the ocean beach, as well as of such bridges as may be required for such parkway, not exceeding the sum of fifteen thousand dollars, shall be a charge on the county of Kings, and of the expense of constructing the said parkway south of a point which is distant fifteen hundred feet southerly from the Neck road, so called, not exceeding one half shall be charged and assessed against the property in the judgment of the Commissioners benefited by said improvement, and so much thereof as shall be charged and assessed against the county of Kings, either for the opening or improvement thereof, the Supervisors of the said county are hereby directed to raise by tax upon the requisition of the Park Commissioners, and the County Treasurer to pay the proceeds thereof to the persons entitled to receive the same upon like requisition. And the reports of the Commissioners of Assessment shall be subject to objection and appeal and to confirmation in the same manner as their said former assessment reports; but the expenses of no portion of said parkway shall be a charge upon the county of Kings.

§ 9. All assessments made and confirmed in pursuance of this Act shall be liens upon the lands and premises upon which they shall have been laid, and such lands and premises shall be subject to be sold for the assessments referred to in the fifth and sixth sections of this Act, if such assessments are not paid within ninety days after the confirmation thereof. The present existing provisions of law applicable to sales for taxes and assessments in the city of Brooklyn, to redemptions and leases therefor, and to the respective rights of the parties interested therein, including the rate of interest to be paid by the parties in default, shall apply to all assessments to be laid under this Act whenever they are not inconsistent therewith. And when any duties are by said laws imposed upon the Common Council of said city, they shall devolve upon the said Park Commissioners; and where imposed upon subordinate officers of the city, they shall be performed by persons to be specially appointed by the said Park Commissioners.

§ 10. The said Park Commissioners may appoint one or more collectors of all assessments to be laid under this Act, who shall severally give bonds for the faithful performance of their duties, and for the prompt payment of all the moneys to be collected by them. The collector of any assessment shall be entitled to receive a compensation of one per cent on all moneys paid to him, within two weeks after he shall have published notice in said

newspapers twice a week, for four weeks, of the time and place where he will attend to receive payment. After the expiration of six weeks from the first publication of the said notice, the collector shall be entitled to three per cent on all moneys thereafter to be collected by him, and in either case his compensation shall be paid by the party assessed, over and above his assessment and as part thereof; and the lien of the assessment shall extend to such compensation, except that no fees shall be allowed for the collection of the amount assessed against the county of Kings. In case any assessment shall remain unpaid after the expiration of the time above specified, the collector shall proceed to sell at public auction, for the lowest term of years for which any person will take the same and pay the amount so remaining unpaid, with interest from the time of the confirmation of the Assessment report, together with two per cent for collector's fees, and three dollars on each parcel in addition for the expenses of advertising and sale, and said collector first giving thirty days' notice of the time and place of sale, by publishing the same in two daily newspapers printed in the county of Kings twice a week for three weeks. Upon a sale being made, the said collector shall give certificates of sale to purchasers, and shall also execute and deliver conveyances of the lands so purchased, unless the same shall have been redeemed by an owner, lessee or mortgagee thereof, within two years from the time of sale, by paying to the purchaser, or to the said Brooklyn Park Commissioners, for his use, the amount paid by him with interest at the rate of twelve per cent per annum. The said certificates of sale shall be recorded by the purchasers, in the office of the Register of Deeds in and for the county of Kings, and shall constitute liens upon the premises therein described, after the same shall have been so recorded, and shall take precedence of all other liens except for unpaid taxes or assessments. And all interest to be collected at the said sale, shall be credited and paid *pro rata* among all parties entitled to receive awards upon the said opening. Upon the final collection of any assessment to be made under this Act, it shall be paid over by the said Park Commissioners, to the several persons entitled to receive the same.

§ 11. After the said avenue shall have been opened, the said avenue, and the concourse lateral branch or shore road, at the ocean beach, shall be under the exclusive charge and management of the said Park Commissioners, and they shall make and enforce rules and regulations for the proper use thereof. And after the

said avenue and shore road shall have been improved as hereinbefore directed, its subsequent maintenance shall be a charge upon the city of Brooklyn, and such amounts as the said Park Commissioners shall, from time to time, by resolution, determine to be necessary for the purpose, shall be annually raised by the Board of Supervisors of the county of Kings, and collected in the taxes of the current year, and paid over to the said Park Commissioners.

§ 12. The said Commissioners of Estimate and Assessment shall be severally entitled to receive three dollars a day for each and every day necessarily employed in the discharge of their duties, and their compensation, with room-hire, stationery, and other necessary expenses, together with the compensation of the surveyor, counsel, and other persons to be necessarily employed under the foregoing provisions of this Act (and who are hereby directed to be employed by the said Park Commissioners), shall be included in the general expenses to be incurred herein.

§ 13. This Act shall take effect immediately.

CHAPTER 588.

AN ACT to provide for the completion and improvement of Sackett, Douglass and Degraw streets, in the city of Brooklyn, and also for the collection and payment of all moneys expended or indebtedness incurred by said city on account of the improvement of such streets by the Brooklyn Park Commissioners.

Passed June 1, 1874 ; three fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Sections 4, 7, 9 and 10 of an Act of the Legislature entitled "An Act to widen portions of Sackett, Douglass and President streets, and otherwise to alter the Commissioners' map of the city of Brooklyn, passed May sixth, eighteen hundred and sixty-eight, as amended, extended or enlarged by the Acts amendatory of or supplemental to, or said to be amendatory of or supplemental to such Act are hereby (except as hereinafter amended) expressly re-enacted, and the powers granted, or purported, or stated to be granted by such sections and Acts are hereby expressly conferred upon the Brooklyn Park Commissioners and other officers and agents as therein set forth.

§ 2. All sums of moneys heretofore at any time paid or advanced to said Park Commissioners by said city, for or on account of the improvement mentioned in said sections of the Act passed May sixth, eighteen hundred and sixty-eight, and the said amendatory and supplemental Acts, together with all the sums hereafter to be advanced under the authority of this Act, with all interest paid by said city at the time of such assessment on account of bonds issued to obtain the money so advanced, shall be assessed, levied and collected in the manner provided in and by this Act, it being the true intent and meaning of this Act to make the sums heretofore expended for such improvement a charge on the same district, and assessable and collectable in the same manner as though such sums had been expended after the passage of this Act.

§ 3. Section four of the Act passed May twenty-second, eighteen hundred and seventy-three, supplemental to the aforesaid Act, passed May sixth, eighteen hundred and sixty-eight, is hereby amended by substituting the words "the Board of Supervisors of Kings county" for the words "the Joint Board of Supervisors and Common Council of said city" in such section, it being the true intent and meaning of this section to cause the assessment therein referred to be levied by the said Board of Supervisors instead of by the Joint Board therein referred to, and the said section is hereby further so amended that the tax or charge therein referred to shall not be collected by said Joint Board, but shall be collected by the officers of said city authorized to collect taxes therein.

§ 4. Section five of the Act last above referred to is so amended that payments therein allowed to be made to the Comptroller shall be made to the Collector of Taxes and Assessments of said city.

§ 5. This Act shall take effect immediately.

CHAPTER 265.

AN ACT to amend an Act entitled "An Act to widen and improve a portion of Washington avenue, in the city of Brooklyn, and extend the same into the town of Flatbush. Passed April twenty-third, eighteen hundred and seventy."

Passed May 12, 1875 : three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Chapter three hundred and seventy-six of the Laws of eighteen hundred and seventy, entitled "An Act to widen and improve a portion of Washington avenue, in the city of Brooklyn, and extend the same into the town of Flatbush," passed April 23, eighteen hundred and seventy, is hereby amended by adding the following section at the end thereof:

§ 10. For the purpose of paying the contractors and other persons employed in the improvement of so much of said avenue as lies within the city of Brooklyn, the usual assessment bonds of the city of Brooklyn shall be issued and sold by the proper officers of said city to an amount necessary to pay the same, provided nothing herein contained shall authorize the issue of assessment bonds beyond the sum already limited by law. And the said Park Commissioners are hereby authorized to issue to the contractors and other persons employed in making said improvement within the town of Flatbush and outside of the city of Brooklyn, certificates of indebtedness not exceeding the amount due said contractors and other persons employed in said work, bearing interest to a period three months after the date of the confirmation of the assessment report, to be paid out of the moneys collected for assessments on property within said town, which shall be levied and collected within a district of assessment to be fixed by said Park Commissioners on property within the town of Flatbush. All interest heretofore collected by reason of default in payment of the assessment for opening of that part of said avenue lying within the town of Flatbush shall be credited to the interest account of said improvement, and all interest to be collected by reason of default in payment of any assessments under the provisions of this Act, within said town, shall be paid to the contractor or other parties to whom payments are due by reason of such default, in proportion to the amount of their respective claims.

§ 2. This Act shall take effect immediately.

CHAPTER 489.

AN ACT to amend chapter five hundred and eighty-three of the Laws of eighteen hundred and seventy-four, entitled "An Act to lay out and improve a public highway or avenue heretofore laid out from Prospect Park, in the city of Brooklyn, toward Coney Island, in the county of Kings "

Passed June 5, 1875 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Section eight of chapter five hundred and eighty-three of the Laws of eighteen hundred and seventy-four, entitled "An Act to lay out and improve a public highway or avenue and concourse in continuation of a public highway or avenue heretofore laid out from Prospect Park, in the city of Brooklyn, toward Coney Island, in the county Kings," is hereby amended so as to read as follows :

§ 8. All expenses incident to said improvements, or either or any of them, after having been duly certified by the said Park Commissioners to the said Commissioners of Estimate and Assessment, shall be by them apportioned and assessed upon the property in their judgment benefited thereby, within the several districts of assessment so to be fixed by the said Park Commissioners. The expense of constructing the drive and concourse on the ocean beach, as well as of such bridges as may be required for such Parkway, shall be a charge on the county of Kings, and of the expense of constructing the said Parkway south of a point which is distant fifteen hundred feet southerly from the Neck road, so called, not exceeding one-half shall be charged and assessed against the property in the judgment of the Commissioners benefited by said improvement, and so much thereof as shall be charged and assessed against the county of Kings, either for the opening or improvement thereof, shall be paid thereof by the County Treasurer to the persons entitled to receive the same, upon the certificate of the Brooklyn Park Commissioners. And the reports of the Commissioners of Assessment shall be subject to objection and appeal and to confirmation, in the same manner as their said former assessment reports.

§ 2. Said Act is amended by adding at the end thereof the following sections :

§ 13. The said Park Commissioners may contract in writing for the making of all or any of the said improvements, after inviting proposals for doing the work and furnishing the materials, by publication for one week in said two daily newspapers, printed and published in the county of Kings, and filing a copy of each of said contracts in the office of the Treasurer of the county of Kings within ten days after the making of the same. And they may from time to time as the work progresses, but not oftener than once a month, issue to the contractors certificates of the amount of work and materials done and furnished under such contracts. The said Treasurer is hereby authorized and directed to pay seventy-five per cent of such amounts to said contractors or their assigns, and upon the final completion of their said contracts, and upon filing a certificate thereof in the office of the said Treasurer, he shall pay to the said contractors or their assigns the balance of the several amounts due under their contracts. The said Treasurer shall also pay to the Surveyor, Commissioners, Counsel and other persons to be employed upon the said work, and upon the laying of said improvement, such amounts for services and necessary disbursements as shall be specified in the assessment reports after they shall have been duly confirmed by the Court. For the purpose of furnishing the money required to make all such payments, and for the payment of so much thereof as may be charged or assessed to the county, including the amount expended for the improvement of said concourse, the county of Kings is authorized, and the proper officers thereof are hereby directed, to issue certificates of indebtedness to the necessary amount, not exceeding two hundred thousand dollars, bearing interest at seven per cent per annum, payable on or before the expiration of ten years from the date thereof, interest thereon to be payable semi annually, and to sell the same for not less than the par value thereof, and pay contractors and other persons entitled to receive the same on the certificates of the Brooklyn Park Commissioners.

§ 14. The board of Supervisors of the county of Kings shall annually make provision by tax for the payment of interest accrued, and to accrue, on such certificates; and so much thereof as is chargeable against the several parcels of property assessed shall be levied on the same as part of the general tax for the improvement; and in the year preceding the maturity of said certificates, the amount of any assessment remaining unpaid, with interest, if any, accrued thereon, shall form a part of and be levied

and assessed upon the property chargeable with said assessment, as part of the general tax upon said lands for the general expenses of the said county; and in case there shall be separate interests divided, or undivided, arising from a transfer of the property assessed or any part thereof, at or at any time previous to the making of said levy or sale therefor, and the same shall be made to appear to the satisfaction of the said Park Commissioners, they may apportion the amount assessed thereon between the owners of the respective parts thereof, and all provisions of law applicable to the redemption of lands from sale for taxes shall apply to the several interests and amounts so apportioned.

§ 3. The second sub-division of section one of said Act is amended so as to read as follows:

They shall also lay out and open and improve such concourse or shore road at the southerly terminus of said highway hereby extended as in their judgment shall be wise and proper, not exceeding three thousand feet in length on each side along the beach, and not exceeding one thousand feet in width, exclusive of such accretions or additions which may be caused by the action of the elements, or otherwise, on the southerly side thereof, which accretions, if any, shall attach thereto and be under the same control and care of the Brooklyn Park Commissioners as the said concourse or shore road shall or may be; and for this purpose they may enter upon any lands that may be necessary, and cause a proper survey and map of the said avenue, as well as of the district of assessment therefor to be made.

§ 4. This Act shall take effect immediately.

CHAPTER 546.

AN ACT to amend an act entitled "An Act to widen and improve Ninth avenue and Fifteenth street in the city of Brooklyn."

Passed June 8, 1875; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section six of chapter seven hundred of the Laws of eighteen hundred and sixty-nine, entitled "An Act to widen and improve Ninth avenue and Fifteenth street," is hereby amended so as to read as follows:

§ 6. The said widened street and avenue shall be laid out according to a plan to be devised or adopted by the said Park Commissioners; the sidewalks thereof, which are contiguous to the said Park, shall be thirty feet wide, and the opposite sidewalk shall be twenty feet wide, and seven feet in width of said opposite sidewalk adjoining the lots facing on said street and avenue may be used for courtyards or areas within which to erect porches or stoops to houses, provided the occupants will inclose such courtyards or areas with good and sufficient iron or picket fences, not exceeding five feet high. The said street and avenue shall also be paved, curbed and guttered in such manner as the the said Park Commissioners shall direct, and the said Commissioners may plant the same with suitable shade trees on both sides thereof, and construct such carriageways and walks, and make use of such material of construction or pavements as they shall deem best; and for the purpose of paying the contractors and other persons employed in the improvement of said avenue and street, including the amount already expended and advanced on said work by the Brooklyn Park Commissioners, the usual assessment bonds of the city of Brooklyn shall be issued and sold by the proper officers of the city to an amount necessary to pay the same, provided that no assessment bonds be issued to pay for any work to be done on said street or avenue unless the consent of the Common Council be first obtained thereto; and also provided that nothing herein contained shall authorize the issue of assessment bonds beyond the sum now limited by law, and out of the proceeds of the sale of the said bonds pay, on the certificate of the Brooklyn Park Commissioners, the several parties or persons entitled to receive the payments provided for in this Act.

§ 2. This Act shall take effect immediately.

CHAPTER 307.

AN ACT to amend an Act passed May eleventh, eighteen hundred and sixty-nine, entitled "An Act to lay out and improve a public highway or avenue from Prospect Park, in the city of Brooklyn, toward Coney Island, in the county of Kings."

Passed May 15, 1876; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The ninth section of the Act entitled "An Act to lay out and improve a public highway or avenue, from Prospect

Park, in the city of Brooklyn, toward Coney Island, in the county of Kings," passed May eleventh, eighteen hundred and sixty-nine, is hereby amended so as to read as follows :

§ 9. All assessments made and confirmed, in pursuance of this Act, shall be liens upon the land and premises upon which they shall have been laid, and such lands and premises shall be subject to be sold for the assessments referred to in the fifth and sixth sections of this Act, if such assessments are not paid within ninety days after the confirmation thereof. All laws applicable to or governing the returns of arrears of taxes or assessments on lands of non-residents, made or to be made to the State Comptroller by county treasurers and the proceedings thereupon, shall apply to all assessments to be laid under this Act, whenever they are not inconsistent therewith, and when any duties are, by said laws, imposed upon the Common Council of said city, they shall devolve upon the said Park Commissioners, and when imposed upon subordinate officers of the city, they shall be performed by persons to be specially appointed by the said Park Commissioners.

§ 2. Nothing contained in this Act shall affect any sales heretofore made for any assessment levied under said Act of May eleventh, eighteen hundred and sixty-nine.

§ 3. This Act shall take effect immediately.

CHAPTER 336.

AN ACT to provide for the payment of an award due from the city of Brooklyn to the Brooklyn Park Commissioners for lands taken from Prospect Park for reservoir purposes.

Passed May 15, 1876 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. The Mayor, Comptroller and City Clerk of the city of Brooklyn are hereby authorized and directed to make, issue and sell the bonds of said city, to an amount necessary, and pay from the proceeds of the sale of such bonds the amount of the award made for lands taken about the Prospect Hill Reservoir by the referee's report on file in the office of the Comptroller of said city, date June twentieth, eighteen hundred and seventy-four, and amounting to two hundred and fifteen thousand three hundred and sixty-five dollars, and interest on the same from the date of said report.

§ 2. The Brooklyn Park Commissioners are hereby authorized and directed to expend said moneys so received in liquidating any indebtedness due, or for moneys borrowed, to improve the Park lands of said city authorized to be sold.

§ 3. This Act shall take effect immediately.

CHAPTER 352.

AN ACT to amend chapter five hundred and eighty-three of the Laws of eighteen hundred and seventy four, entitled, "An Act to lay out and improve a public highway or avenue, heretofore laid out from Prospect Park, in the city of Brooklyn, toward Coney Island, in the county of Kings."

Passed May 16, 1876 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Section seven of chapter five hundred and eighty-three of the Laws of eighteen hundred and seventy-four, entitled, "An Act to lay out and improve a public highway or avenue heretofore laid out from Prospect Park, in the city of Brooklyn, toward Coney Island, in the county of Kings," is hereby amended so as to read as follows :

§ 7. After the reports of estimate and assessment for taking and opening the said avenue, and said concourse or lateral branch or shore road at the ocean beach, shall have been confirmed, the title to the concourse or lateral branch or shore road shall vest in county of Kings in fee simple, absolute, and said reports, together with the maps hereinbefore referred to, shall be filed in the office of the Clerk of the county of Kings, and the said Brooklyn Park Commissioners shall be thereupon authorized to improve the said avenue and said concourse, lateral branch or shore road at the ocean beach, according to plans devised and adopted by them ; and for that purpose they may cause the same to be graded, paved, curbed, guttered and bridged, and shade trees planted thereon, and may lay out and construct such carriageways, side-walks and areas with such terraces, drives or concourses on the ocean beach as they may deem expedient, and such improvements may be made in sections, and from time to time if they shall so elect. They shall have full and exclusive power to govern and manage the Ocean Parkway from the circle at the southwesterly angle of Prospect Park to the ocean, and direct the public use

thereof, as also the circle and concourse at either terminus, and of such parts of the several roads, streets or avenues as run through or intersect the same, and to pass and enforce laws and ordinances for the proper use, regulation and government thereof, and for all the purposes of such government, management and direction of public use, such parts of said roads or avenues as pass through or intersect said circles, shall be deemed to be a part of Prospect Park, and it shall be under like control and management as said parkway.

§ 2. Said Act is hereby amended by adding at the end thereof, the following section :

§ 15. The said Brooklyn Park Commissioners are hereby authorized to expend a sum not exceeding ten thousand dollars without contract, in the payment of laborers' wages, and in the purchase of such lands and materials as may be necessary for the construction of said avenue or concourse, to be paid out of any moneys they are authorized to expend for said improvements and upon their certificate, but nothing herein contained shall be construed to authorize any expenditure in excess of the amount now fixed by law.

§ 3. This Act shall take effect immediately.

CHAPTER 458.

AN ACT to enable the city of Brooklyn to raise further means for the improvement and sale of certain portions of Prospect Park, in said city.

Passed June 16, 1877 ; three-fifths being present.

The people of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. The Common Council of the city of Brooklyn are hereby authorized to raise a further sum, not exceeding two hundred thousand dollars, for grading, draining, regulating and otherwise improving the lands of Prospect Park, pursuant to chapter three hundred and seventy-three of the Laws of eighteen hundred and seventy, entitled "An Act to authorize the improvement and sale of certain portions of Prospect Park, in the city of Brooklyn, and the Acts amendatory thereof," and to make provision for the expenditure of the amount raised ; and for the pur-

poses of this Act the bonds of the city, known as Park Bonds, and payable out of the sale of park lands authorized to be sold may be issued in such form and payable at such times and in such manner as the said Common Council may direct.

CHAPTER 362.

AN ACT to transfer the care and control of Bedford avenue, in the city of Brooklyn, to the Park Commissioners of said city.

Passed May 24, 1878 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. From and after the first day of January, eighteen hundred and seventy-nine, the care and management of Bedford avenue, in the city of Brooklyn, throughout its entire length, including the repairs of the existing pavement thereon and cleaning thereof, are hereby vested in the Park Commissioners of said city and said Commissioners are authorized and directed from and after said date to keep the same clean and in good repair, and to make such needful rules and regulations in respect to said avenue, the preservation of its walks and roadway, and the public use thereof, as they may deem proper to maintain the same as a public drive or parkway, and the powers heretofore vested in or exercised by other city officers or boards in said city, in respect to said avenue, are hereby transferred to said Park Commissioners, provided that no expense herein authorized shall be met by the issue of Park bonds.

§ 2. This Act shall take effect immediately.

Communication to the Board of Supervisors of Kings County, relative to the sale of a portion of the Concourse at Coney Island.

OFFICE OF PARK COMMISSIONERS, }
BROOKLYN, February 25, 1880. }

To the Board of Supervisors, Kings County :

GENTLEMEN :

The Board of Brooklyn Park Commissioners beg leave to ask your consideration to the following suggestions in reference to a question upon which they were invited some time since to give their views by a Committee of your Board, as to disposing by sale, of the portion of the property known as the Concourse at Coney Island, which it is believed may be now parted with without disadvantage to the public interest.

The tract to which this proposition is intended to apply includes only that part of the seventy acres originally acquired, which lies to the rear or north of the northerly boundary of the present roadway and sidewalk, and contemplates the reservation for public purposes of all south of this same line, and includes the drives, walks and all the intervening beach to the lowest water line.

The development of the Island to this date, and the clearly defined tendencies of the improvements in the future would seem to indicate that the proposed curtailment of the present area would in no material degree contract or otherwise encroach upon the privileges and benefits which were originally contemplated by the commission, to be derived from its use by the public.

Some further reasons in support of this proposition may be found in the following: In view of the continued reluctance manifested by the authorities to expend money on other than what they deem to be strictly utilitarian or unavoidable work, it is of some importance to note that the sale of this portion of the county property would do away with the ultimate expenditure of

a considerable amount of money required for its improvement, any plan of which would involve a large amount of filling to level up the area to such an elevation as would render its use practicable in connection with the present drive, the Parkway, and approaches to the beach.

A considerable outlay would also be needed to develop the necessary features of the superstructure, such as soiling, walks, roads, trees, shrubs, turf, &c. A further expense would be entailed in the like necessary subsequent provision of a Maintenance fund, which, as viewed by a portion of the public representatives, would be probably characterized as a public burden.

The Concourse occupies a conspicuous position, and is, so to speak, almost the centre of gravity of the Island, separating on either hand the most extensively improved portions. In its existing barren and unsightly condition, it presents an incongruous and undesirable intervening space, the prevailing feature of which it should be your duty or ours to change and improve if it is deemed desirable to retain it. If this property can be sold under appropriate conditions and restrictions, such as may be without difficulty arranged for, the remaining property to be reserved for the public use, can, it is believed, be environed by a class of improvements, such as hotels and other structures, which, in the matter of design and in the facilities afforded, will greatly enhance its value, and by the accruing advantages add to the convenience and interest of the community at large, who will continue to seek recreation where it can be afforded at comparatively small expense and obtained with such little sacrifice of time.

Not the least important of the reasons which are here advanced is that of the fund to be derived from this sale, which fund, it may be confidently expected, will prove in amount a very satisfactory one. By far the larger part of this money may be by the County Treasurer invested in Kings County Bonds, the income of which should be devoted to the care of the improved portions of the property, and the balance of the fund might with propriety be expended in improvements which would be found desirable, and in providing and extending facilities in which the owners and lessees of the Island and the public generally would share in common, and with such a fund it will be possible for the Park Commission to inaugurate a class of improvements, which, with the education of experience, the growth of the public taste, as well as a larger view of owners and lessees that it is hoped will prevail, will be demanded in the near future, and will merit and receive due recognition.

Among such improvements as are here referred to as possible, may be enumerated the extension in a substantial and attractive form of the existing carriageway and promenade, together with such other equally acceptable features as would be entitled to consideration; the introduction and care of such trees and shrubs as might be found upon careful inquiry and experiment to promise permanent satisfactory growth and development on the Island.

The enlargement of the facilities for providing pure water would be found to be necessary, also a system of sewerage could be devised and carried out in part and to such an extent at least as would make certain its practicability and serve as a nucleus for its extension to those parts of the Island where relief in this direction will soon be a necessity.

The Park Commissioners fully appreciate and have carefully weighed the advantages to be derived by the public from the use of property so eligibly located as is the Concourse, and having secured it, and thus completed a scheme devised by them more than ten years ago, they would hesitate to make or consider any proposition that would seem to be inconsistent with the past, yet they have come to believe that the advantages to result from this sale under such conditions as they would reserve the right in a large degree to define, will ultimately inure to the substantial advantage of our people.

In conclusion, we beg you to consider the substance of this communication, with the view to enlist your co-operation in securing the legislation necessary to carry out the purposes and ends herein outlined.

By order of the Park Commission,

J. S. T. STRANAHAN,

President.





